Unadilla GP preview

CYCLE NEWS®

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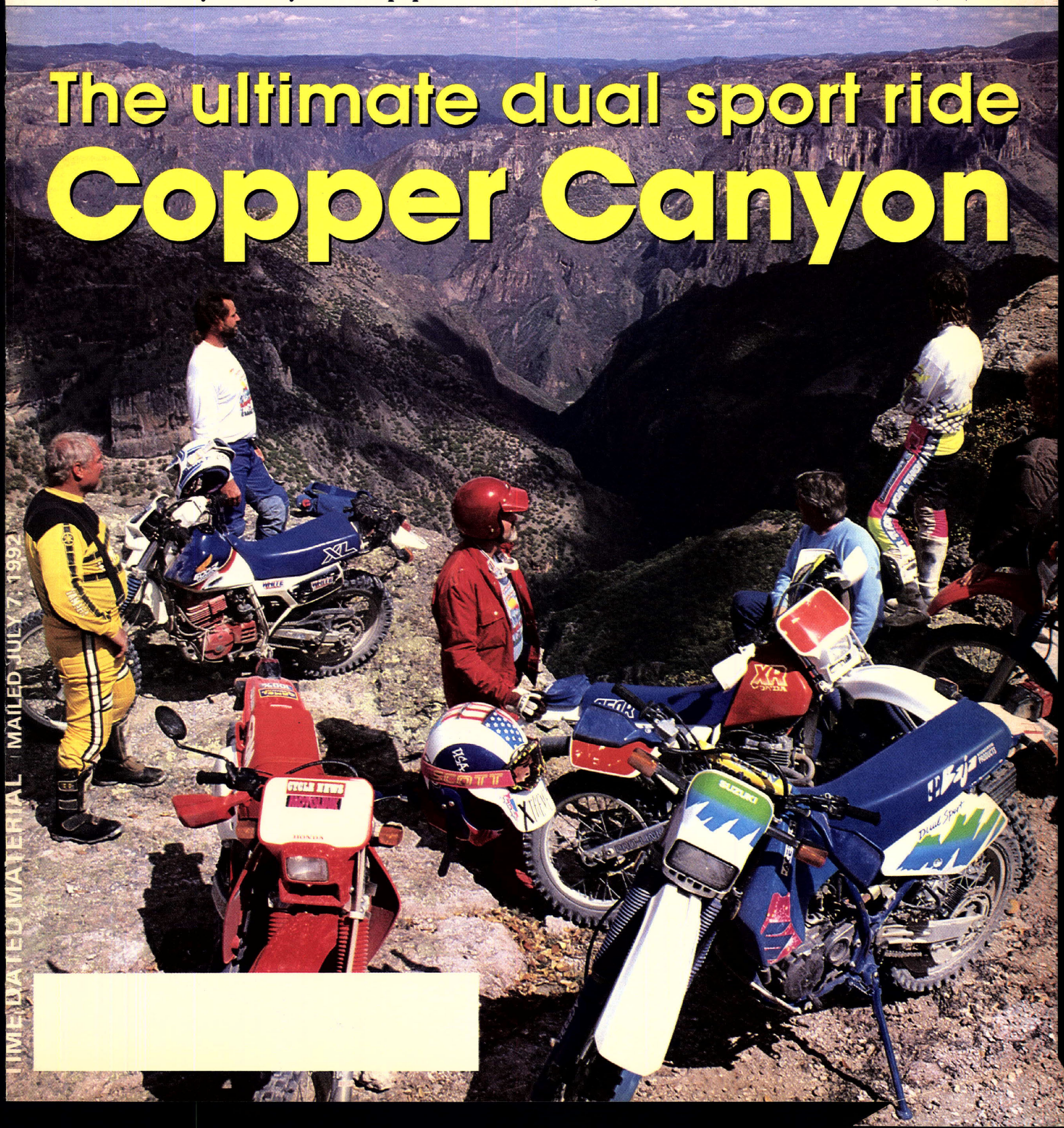
The ultimate dual sport ride

Copper Canyon



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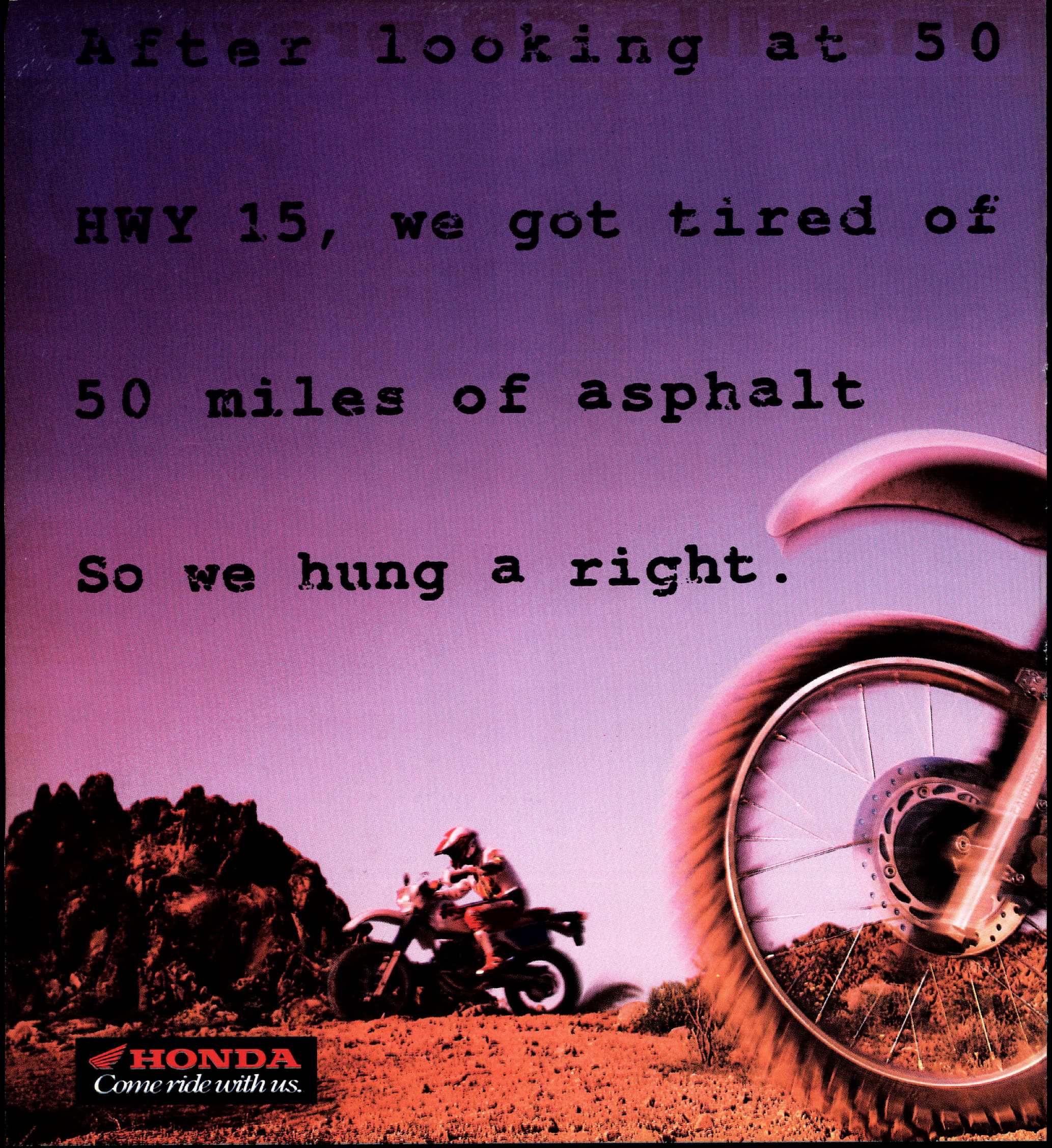

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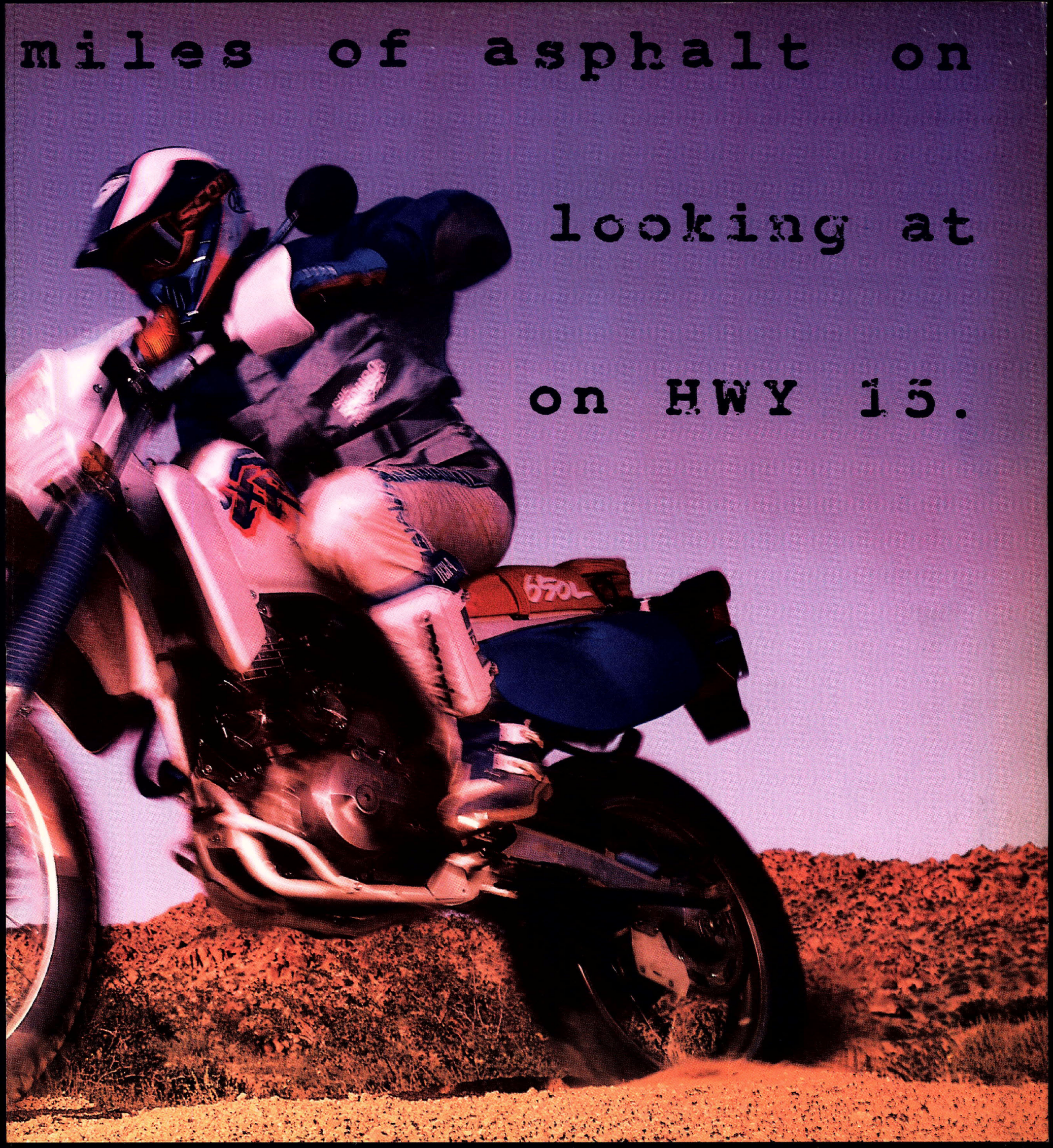

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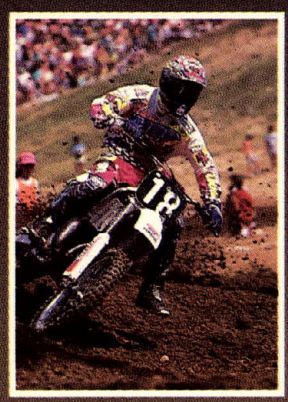
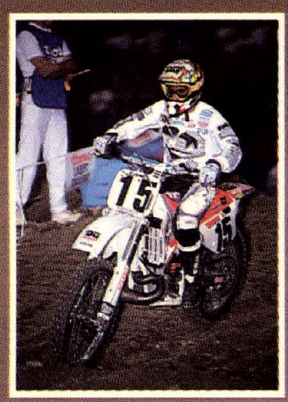
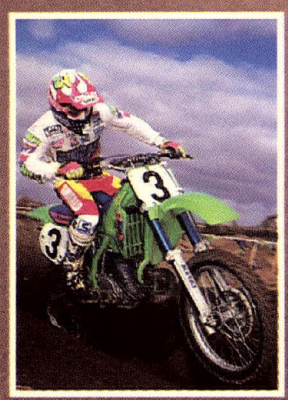
VF-X







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SHOEI VF-X

THE PROFESSIONAL CHOICE

IN THE WIND

By Papa Wealey

Terry Rymer, **Carl Fogarty** and **Jehan D'Orgeix** won the 24 Heures De Leige in Spa-Francorchamps, Belgium, on July 5. The trio rode a factory Kawasaki France ZXR750 to beat the trio of **Steve Hislop**, **Alex Vieira** and **Jean Louis Battistini** (Kaw) by eight laps. **Phillip Monneret**, **Bruno Bonhuil** and **Michel Mattioli** (Yam) finished third.

Billy Liles (Hon) scored the overall win in round seven of the World Championship 500cc MX Series at Hawkstone Park, Great Britain, July 5. Liles won all three motos, while **George Jobe** (Hon) was the runner-up with 2-3-2 moto finishes. **Jeremy Whatley** (Hon) was third. Jobe leads the series point standings with 318; Kurt Nicol is second with 300 points, and Liles is third with 273.

Brian Anderson (W-R) topped the Open Pro class at the July 4 Pikes Peak Hillclimb, setting a motorcycle division course record with a 12-minute, 54.00-second run. **Clint Vahsholtz** (W-R) was second in the Open Pro class with a time of 12:58.05, and **Arlo Englund** (Kaw) third with a 12:59.17. **Paul Zinke** (KTM) logged a winning time of 13:43.99 in the 250cc Pro class. **Bobby Podoll** (Hon) topped the 250cc Amateur class with a class record 14:06.69 climb, and **Scott Dunlavey** (Yam) logged a winning and class record 13:38.88 in the Open Amateur competition.

Team Harley-Davidson dirt tracker **Kevin Atherton** suffered a broken right forearm in a road race practice crash at Road America in Elkhart Lake, Wisconsin, on Wednesday, July 1. Atherton was aboard his Ducati 851 Superbike. "I don't remember how it happened, I was knocked out for a good half hour or so," said Atherton. "The guy behind me said that I high-sided in a fast right-hander and flew into the guard rail." Plates were inserted into Atherton's arm and doctors predict that he will regain strength in the arm within two weeks. Although he'll miss the July 11 Hagerstown Half Mile round of the Camel Pro Series, Atherton said, "I'm hoping to race the Parkersburg Half Mile (July 18), I need to score some points. That gives me four weeks to heal." Atherton is currently third in the series point standings, and finished second in the most recent round, the June 27 Lima Half Mile. Cards and letters can be sent to Atherton at 16689 U.S. 12, White Pigeon, MI 49099.

Our **Copper Canyon dual sport ride** "cover story" begins on page 73, and you'll find our **Unadilla preview** on page 20. Those two articles, as well as our first-ever test of the new **Honda XR650L** dual sport bike (see page 32), were written by associate editor **Kit Palmer**, who has also been busy racking up miles in a variety of ways. In the last month or so, he took part in the Copper Canyon ride, logged miles on the XR650, and rode the new BMW K1100LT in five northeastern states (his impression of that bike will appear in an upcoming issue). In addition, his daily commute nearly always takes place on a motorcycle. If that's not enough, several times a week he spends time flying the friendly skies of southern California, piloting a variety of airplanes. Finally, he continually racks up big mileage figures by taking commercial jet liners to the many National races he covers each year for *Cycle News*. Next month, he's headed Down Under for the ISDE in Australia. Hey, somebody has to do it!

David Marchino, 26, died as a result of internal injuries suffered in a crash at a WERA road race meet at Putnam Park in Meridian, Indiana, on July 5. Marchino, an Expert class road racer and 1991 WERA Regional Champion, was competing in the B Superstock (750cc) race when he crashed.

Bob Wick of San Jose, California, owner of BYE Engineering and founder of Dirt Alert, has a chance to give off-road riders a real voice in the halls of Congress. Wick, a member of AMA District 36, won the Republican nomination in the 15th Congressional District vote in the recent primary election. He won the nomination by spending a small amount of mostly his own money. His opponent spent over $20,000, yet Wick trounced him, 61% to 39%. The National Republican Congressional Campaign Committee has agreed to consider targeting his race against an incumbent Democrat, but Wick must first raise at least $20,000 in new contributions by late July in order to receive major financial contributions from the national party. To help Wick, a man who has been active in fighting Cranston's attempts to close the desert, make your check out to Robert Wick for Congress, and mail it to 4300 Stevens Creek Blvd., Suite 290, San Jose, CA 95129.

Stephen Wright, author of American Racer, is seeking static photos of the right side of the **Yamaha TZ750** two-stroke dirt tracker that **Kenny Roberts** rode at the September, 1975, San Jose Mile. If you can help, call Megden Publishing Co. collect at 714/960-4793.

Last week, in a letter to the editor, **Brent Hobson** of Connersville, Indiana, requested information on a Yamaha RZ500 club. Several readers called in to supply the requested information, and we've relayed the club's address and phone number to Hobson. Here it is for the benefit of other RZ500 (and RD500) owners: **RZ/RD 500 Owners Group**, 313 Yacon St., Vista, CA 92803; 619/726-5786. **Tom Fortune** heads up the club.

Jim Leslie of Ridgefield, Connecticut, has clinched the **1992 Top Expert Championship** in the AMA/CCS 600cc Supersport Series with two races remaining in the nine-round series. The Top Expert program recognizes up and coming privateers in the 600 and 750cc Supersport Series. To be eligible, riders cannot have earned any points in AMA professional road racing (Superbike, 250cc GP or SuperTwins) in previous seasons. Leslie finished third Top Expert in the season opener at Daytona and has been perfect since then with six straight Top Expert wins. He currently leads the point standings, 135-85, over **Gerald Rothman**. With a maximum of 40 points remaining (20 points per win), his 50-point edge guarantees him the title.

The AMA/CCS **750cc Top Expert title** is still up for grabs. Early season points leader **Gerald Rothman** has slipped to second in the standings, four points behind **Jason Pridmore**, 105-101. Also in the hunt are **Fritz Kling**, who has 87 points, and **Michael Taylor**, with 71. In addition to per-race contingency awards, Top Expert competitors vie for $20,000 in year-end bonuses.

The **Days Inn** in Indianapolis, Indiana, has been named the **official headquarters hotel** for the August 7-9 **Indy Nationals**, the fifth round of the WERA Pro Series, at Indianapolis Raceway Park in Clermont, Indiana. The Days Inn is located at 3740 North High School Rd. in Indianapolis (off I-465 take Exit 17 which is 38th Street). The hotel is two miles from the race track. For reservations, call 317/293-6550. Be sure and mention WERA Pro Series or Indy Nationals for a discount.

PITS President **Mike Fenner** has asked Papa to remind all competitors who are headed to the **AMA/NATC National Championship Observed Trials Series rounds** at **Donner Ski Ranch** in Norden, California, on July 11-12, that USFS-approved spark arresters will be required. For more information on the trials, Fenner can be contacted at 916/967-0262.

Honda Racing Corporation (HRC) has unveiled their new prototype trials bike, the **RTL260**, which follows the European design format. Together with Honda-owned Montesa of Spain, HRC's new trials bike is based on the HRC TLM260 and the Montesa Cota. Set for early-1993 production, the RTL260 will feature an aluminum box-style frame, a liquid-cooled engine, and a conventional style Showa fork. For more information, contact Bley USA, who will be importing the bike, at 708/437-0671.

The **3rd Annual Fiesta for Kids**, a motorcycle event that benefits Packard's Children's Hospital in Stanford, California, and the Ronald McDonald House, will take place at Laguna Seca Raceway in Monterey, California, on Sunday, July 12. Hosted by organizer **Mike Corbin** and three-time Grand National Champion **Bubba Shobert**, activities include controlled rides on the 2.2-mile Laguna Seca race track, road ride, charity auction, industry exhibits, live music, barbecue lunch, and a chance to win a new Honda CB750 Nighthawk, all for a $35 donation and a new toy for a hospitalized youngster. Last year's event drew the likes of former World Champion **Brad Lackey**, **Randy Mamola** and **Jim Filice**. Daredevil motorcyclist **Robbie Knievel**, son of Evel Knievel, will be on hand at this year's Fiesta for Kids, which is sponsored in part by the Northern California Dealers Association, Northern California Honda Dealers, Hap Jones Distributing and Custom Chrome.

Dr. Stan Johnson, a club road racer and chiropractor who has tended to many top riders including road racer Dave Sadowski, suffered severe shoulder and wrist injuries in a street bike accident recently. Johnson underwent four hours of surgery and is now recuperating at home. Cards and letters can be sent to: 8592 Walker St., Cypress, CA 90630.

Next year, **Damon Bradshaw** and the rest of the **Yamaha MX team** will be pitting at the races next to an **18-wheeler**, similar to the one currently used by Team Kawasaki. The truck will carry the team's bikes and equipment across the country, and the mechanics will now fly to the races with the riders. "It's better for the sport," said Yamaha Press Relations Manager **Mike Wilkinson**. "Besides giving us a more professional look, it will make things more convenient for both the mechanics and riders. Hiring one truck driver and flying the team isn't that much more expensive than

Getting away from it all feels great. But if you don't respect the environment, there won't be any nature left to get away to.

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If you don't have a spark arrester,

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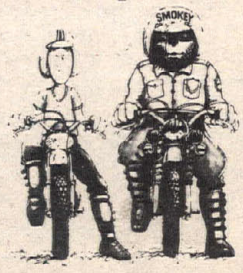

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IN THE WIND By Papa Wealey

driving three individual box vans everywhere."

After the July 26 National Championship 250cc MX Series finale at Troy, Ohio, Yamaha's **Damon Bradshaw** and **Doug Dubach** will join teammate **Jeff Emig** in contesting the remaining rounds of the National Championship 125cc MX Series aboard Yamaha YZ125s. In 1991, Bradshaw and Dubach contested the 500cc National Championship Series aboard heavily-modified WR500s. According to Yamaha, the idea was Bradshaw's. He approached the decision makers at Yamaha and said, "The WR isn't even a motocross bike, why race it? The magazines are slamming the YZ125 for being slow, but I've ridden Emig's and it's a rocket. I'll win a few races on one and show everyone how slow it is." Actually, Bradshaw won't have too much to prove now, since Emig scored his first-ever National win at the July 5 Red Bud 125cc National in Michigan.

The July 19 Unadilla 250cc U.S. MX GP in New Berlin, New York will see **Damon Bradshaw** debut the **1993 Yamaha YZ250**, which is scheduled to arrive at Yamaha dealerships in late September. The new YZ80 and YZ125 are scheduled to follow in October and November, respectively. Look for photos and reports on the new YZ lineup elsewhere in this issue of *Cycle News*.

Motolink Off-Road Events' **Greg Baumann**, who along with his wife, Yvonne, is the promoter of the past two U.S. 500cc MX GPs, suffered a broken ankle while competing in the Mammoth Mountain Motocross in California on June 25. Cards and letters may be sent to Baumann at P.O. Box 12275, Scottsdale, AZ 85267.

Riders purchasing any 1993 or new, non-current Yamaha YZ or WR motorcycles between September 1, 1992 and May 31, 1993 will be eligible to attend a **free riding school**, taught by multi-time Supercross and National Motocross Champion **Rick Johnson**. Dubbed "Track Techniques by Rick Johnson," the school will be conducted at various sites across the country and is open only to new **Yamaha owners**. School dates and locations will be announced at a later date.

Bert's Motorcycle Mall in Azusa, California, is holding an open house July 10-12 in conjunction with the July 11 Los Angeles Supercross. On Friday, July 10, Team Peak Pro Circuit riders **Jeremy McGrath** and **Buddy Antunez** will be on hand, as will Suzuki factory riders **Guy Cooper**, **Brian Swink** and **Larry Ward**. **Bob Hannah** is scheduled to appear on Friday after 4:00 p.m. Supercross tickets and door prizes will be raffled off, and complementary refreshments will be served. **Free dyno testing** for motorcycles be available on Friday and Saturday. The dealership is located at 900 W. Foothill in Azusa. For more information call 818/334-1288.

Honda's **Jean-Michel Bayle** was a no-show at the fifth round of the 250cc National Motocross series in Buchanan, Michigan, due to a shoulder injury incurred at the San Jose Supercross. "He's over there (in Europe) testing road race bikes, but his shoulder is still a little too sore for the pounding of motocross," said Race Team Manager **Dave Arnold**. "Right now, the plan is for him to race in the L.A. Supercross next week, and then do all the 500cc Nationals."

Team North County Yamaha's **Tyson Vohland** competed at the Red Bud National MX while wearing a pair of **suspenders** underneath his chest protector. "I've been having some trouble lately with my riding pants falling down," said Vohland. "These should help them to stay put."

The August 1 **Mid-Ohio** round of the **AMA/CCS EBC Endurance Challenge Series** is "sold out." All 50 grid positions have been filled, and post-entry will not be available.

The final round of the **Camel Supercross Series** at the **Los Angeles Memorial Coliseum**, July 11, will decide what is one of the closest championship title battles in supercross history. With $100,000 going to the series champion, Team Yamaha's **Damon Bradshaw** leads two-time champ **Jeff Stanton** of Team Honda by just six points, 312-306, while the defending champ **Jean-Michel Bayle** of Team Honda is just four points back of Stanton with 302. The tightest points race in supercross history happened in 1985 when Kawasaki's **Jeff Ward** and Yamaha's **Broc Glover** went into the final round at the L.A. Coliseum tied in points. Ward edged Glover for the championship title by two points.

Just a reminder that the **Los Angeles Supercross** will be held during the day, not at night. The gates will open at 3:00 p.m., opening ceremonies are at 3:30 p.m., and the first race is scheduled for 4:00 p.m. The evening's program should conclude by 7:30 p.m.

Defending 500cc World Champion **Wayne Rainey** confirmed rumors that he visited the **Cagiva** factory on Tuesday, June 23, prior to the Dutch GP at Assen. "I had a meeting with them," Rainey said on Monday, July 6. "I said hello and they showed me around." What about the possibility of the current Marlboro Yamaha rider switching camps in 1992? "They want to win awful bad," Rainey added. "I'm still happy with Kenny's (Roberts) team, but anything's possible. I don't know what will happen. They have a nice facility and they have a faster turnaround time than anybody. I guess things happen when your contract is up."

Wayne Rainey also said that he doesn't regret leaving the Dutch GP prior to the race, even though Michael Doohan ended up breaking his leg in qualifying. "I tried to ride, but I couldn't pull the clutch in," said Rainey, who injured his hand at the previous GP in Germany. "My body was telling me I needed a rest. I still wouldn't have ridden even if I'd stayed."

Injured road racers **Kevin Schwantz** and **Michael Doohan** left the Wilhelmina Hospital in Assen, Holland, on Thursday, July 2, on a chartered plane. The two were headed to Dr. Claudio Costa's clinic in Italy where they would begin therapy. Doohan, who leads the 500cc World Championship, suffered fractures to both tibia and fibula in his lower right leg and he underwent surgery in Assen on Friday, June 26; Doohan also required surgery on his right calf muscle the following day. Schwantz's injuries include a dislocated hip and a broken left arm, which was plated on Saturday, June 27. Schwantz says he will attempt to come back for the French Grand Prix at Magny-Cours on July 19, while Doohan may be sidelined until the British GP on August 2.

Floridian **Donald Jacks** will replace **Kevin Schwantz** on the Lucky Strike Suzuki 500cc GP team for the Hungarian Grand Prix on July 12, and possibly for the French GP on July 19 if Schwantz isn't fit. Jacks, who has won two of the four WERA Formula USA rounds on his Valvoline Suzuki GSXR1100, tested the 500cc V-four Suzuki in the rain at Donington Park in England on Thursday, July 2. "I've been working to get myself to this level, but I was just amazed when the call came. I packed my stuff in half an hour," Jacks said. The 22-year-old Jacks will join **Doug Chandler** on the Suzuki squad in Hungary.

Although **Wayne Gardner** also crashed at the Dutch GP, he is expected to be okay for the Hungarian GP on July 12. Gardner, who suffered abrasions, a concussion and a cracked vertebra, is also expected to contest the Suzuka Eight-Hour in Japan on the factory Honda, but it is very unlikely that he will be joined by Michael Doohan.

Australian road racer **Daryl Beattie** may be making a premature Grand Prix return. His name was on everybody's lips when it seemed certain that Doohan would be out for two or more GPs. Beattie stood in for Wayne Gardner for two early GPs, and finished third in the Australian GP.

Cagiva's new V-four 500cc GP engine instantly lifted the Italian bikes to become fully competitive with the Suzukis, Yamahas and Hondas at the Dutch GP. Like Suzuki's new engine that arrived at the German GP two weeks earlier, the new **Cagiva** emulates the highly effective Honda NSR500, with revised firing order that gives it a buzzing, droning exhaust note. Only Suzuki have given any details, confirming early belief that two cylinders always fire simultaneously, with the second pair following the first very closely to make almost a big single. **Eddie Lawson** said the new engine made the Cagiva much easier to ride and made it stay with the Japanese bikes for the first time off the corners. "The sound is real misleading," he said. "The old engine feels sharp because it sounds sharp, but the lap times show the new one is much faster."

Australian road racer **Kevin Magee** is hoping to ride in the British Grand Prix at Donington Park on August 2. Magee, who is currently contesting the Japanese championship on a factory Yamaha YZR500, was at the Dutch GP looking for a works GP ride for next season, as well as trying to arrange at least one GP outing this year. He declined to pursue the chance of riding a Harris-Yamaha for the British GP. "If I do it, I want to do it properly, and have a chance of racing up front," he said. That would mean riding a works bike, but he only has one at his disposal and it is strictly needed for his races in the Japanese Championship.

Loris Reggiani ran into problems when he tried Aprilia's new electronic gear change assist, which Pier-Francesco Chili has used for several races. The system, rather extravagantly described as semi-automatic, actually has more in common with the old Triumph "slick-shift" of the '60s, which declutched as the gear pedal was moved. The German-developed system used by Aprilia cuts the ignition momentarily during upshifts, allowing clutchless gear changes without having to close the throttle. Reggiani, though, has a habit of knocking his foot on the shifter when in sixth gear to hold the gear in place or check to see if he really is in sixth — and this kept cutting the ignition out on the straightaways.

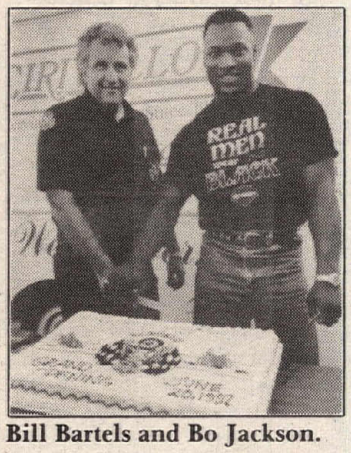
There has been a date and location change for one race of the 1992 **Honda CBR900RR Challenge Series**. The AMA/CCS round of the series which was scheduled to run at Texas World Speedway on July 4-5, but was cancelled, has been replaced by a WERA/CMRA race at Oakhill Raceway on July 18-19.

BORN: Zachariah Lee Casas, son of motocrosser Eric Guy Casas and his wife Roxanne, in Woodland Hills, California, on June 24. Eric and Roxanne lost their first child last year and are understandably excited over the birth of Zachariah. "For any other reason, missing Mammoth would have been harder to do than putting tear-offs on," said Eric, "but this little guy was worth it a trillion times over!"

Bartels' H-D hosts grand opening

Bartels' Harley-Davidson, one of the world's best known and most successful motorcycle dealerships, celebrated its move to Marina Del Rey in southern California after almost nine years in nearby Culver City. The grand opening celebration, held Saturday, June 20, featured custom-designed bikes, fashion shows, and celebrity guest Bo Jackson, who displayed his custom bike and signed autographs.

Approximately 1500 Harley-Davidson enthusiasts were on hand to preview the new dealership, which is double the size of the old Culver City facility. They were also treated to fashion shows featuring the West Coast premiere of the new Harley-Davidson swimwear line and a look at the latest Harley-Davidson Motorclothes line.



Bill Bartels and Bo Jackson.

Owner Bill Bartels, Bo Jackson and Billy Smith (aka "Thunder") from the hit television show "American Gladiators" cut a ceremonial ribbon while the crowd looked on.

Bartels has designed and built custom Harley-Davidsons for Arnold Schwarzenegar, Sylvester Stallone, Mickey Rourke, Bo Jackson, Billy Idol, Dan Ackroyd and Larry Fortensky. His corporate clients include The Los Angeles Raiders and The Los Angeles Kings.

VOICES Letters to the editor

Godspeed, Rodney

Dirt track racing has lost a champion. Rodney Mashue, the 1991 AMA Eastern Regional Pro-Am Champion, lost his life at the Ohio State Regional Half Mile at Greenville, Ohio, on June 20.

In addition to the Pro-Am title, Rodney was also named District 14 Motorcyclist of the Year. Coming from a district that has produced the likes of Bart Markel, Corky Keener, Jay Springsteen, Ted Boody and Scott Parker, to name a few, this award is one which Rodney was especially proud of. And we are especially proud of him.

These are indeed noteworthy accomplishments, but the fact that Rodney accomplished them after suffering the loss of his leg, is a fair representation of the character, determination and work ethic that drove him to always give 110% in every aspect of his life. This is what made him a hero and a champion in the eyes and in the hearts of his family, friends and his many fans.

After the loss of his leg (in a street bike accident), countless people warned Rodney that he could be killed if he didn't give up racing. He would look them in the eye and reply, "If I give up racing, you might as well kill me anyway." That reply sums up just how much dirt track racing meant to him.

Over the years we have witnessed the excitement on the faces of fans and friends as they watched the magic Rodney performed on the half mile tracks of the Midwest. We have also witnessed the sparkle in his eyes and the grin on his face, both in the winner's circle and in late-night bench racing sessions in the garage.

Though he enjoyed the "thrill of victory," it was the "heat of the battle" that he thrived on. Many times he stated that he would rather finish second in a close race than win by a wide margin. A true competitor, racing is what he lived for.

We, Rodney's family, would like to take this opportunity to thank all of you who have so actively participated in his life and his dreams. We would also like to thank Rodney for being such an important part of our lives.

Godspeed, Rodney. You are loved.

The Mashue Family
Midland, MI

The Mashue family is interested in obtaining videotape of Rodney in action. If you have tape they can copy, contact William Mashue, 830 Whitetail Lane, Midland, MI 48640 . . . Editor.

Another side of the story

After reading Mark Leopold's letter in the June 24 issue, I felt compelled to tell another side of the story. After attending the Atlanta Supercross (not one of Jeff Stanton's better nights), my wife and I and another couple recognized Jeff eating a late dinner at a local restaurant. Naturally, I wanted his autograph but I hated disturbing him while he and three friends ate dinner. I quietly laid my ticket stub and a pen on the corner of his table and said, "I hate to bother you while you're eating. Would you mind signing this when you're done? I'll come back and get it." Jeff replied, "Hang on, no problem. Thanks for asking." He signed it and we were on our way.

I wasn't at the San Jose round, so I'm not qualified to comment on that situation. I do agree that the "stars" owe the fans some respect, but I also think the fans owe the stars some compassion. The San Jose round probably eliminated Jeff's chances of winning the championship.

My only experience with Mr. Stanton was pleasant and enjoyable, and I hope you'll give your readers another side of the story.

David Brunner
Ballston Spa, NY

Misses Cycle magazine

It's the end of the month and every now and then I find myself thinking, "Hey, Cycle didn't come yet." Then, of course, I remember that Cycle, a magazine I read since I was 10 or 11 years old, is not going to come anymore. It's not just late this month. it's gone. Long gone. Now in my forties and still reading most of the other motorcycle publications, there is something I miss. I find myself thinking, "Well, I'll wait to see what Cycle says about the new such and such." Or, "It ought to be interesting to see what Cycle has to say about that (race or new product, etc.)."

So, how do you write a letter to a dead magazine? Well, I guess the people at *Cycle News*, which I've been reading almost as long, might still see some of the people (yeah, I know a few Cycle staffers write for Cycle World — it's not the same) or print this letter to those people who used to work there so I can say someone remembers you, remembers you weren't all things to all people, but you produced the best written, most interesting and my favorite consistent source of motorcycle information. I appreciated and miss you. Good luck to you all, wherever you are.

I hope *Cycle News* is around as long as I am. Thanks for your coverage of the GP road races. There are, of course, many John Kocinski fans back home following his career.

Owen Floyd
Little Rock, AR

Letters to the editor should be sent to: Voices, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Published letters do not necessarily reflect the position of Cycle News, Inc. Letters should not exceed 200 words and all letters are subject to editing.

STOLEN: A toolbox, two gas cans, and a gearbag containing an Arai helmet and full set of AXO riding gear, from the back of a white Ford pickup truck on June 25 at the Mammoth Mountain MX. Anyone with information that could help Scott Burch recover the items should call 714/831-5774.

CORRECTION: It was Mike Himmelsbach who was a member of the GTU class-winning T.B.R. Racing team at the June 20 Loudon, New Hampshire, round of the AMA/CCS EBC Brakes Endurance Challenge, not his father, William Himmelsbach, as we had it in our coverage of the event. "My dad and I both race and we can understand the mistake," said Mike in a phone call to Papa. "We just wanted to set the record straight." Both William, 43, and Mike, 21, hail from Quakertown, Pennsylvania.

STOLEN: A 1992 Suzuki DR650S in Yorba Linda, California, July 31. The VIN is JSISP44A8N2101453. If you have any information, call 714/970-5493.

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ON THE FRONT PAGE:

Overlooking Copper Canyon of the Sierra Madre Mountains in the state of Chihuahua, Mexico, we join Great Motorcycle Adventures on a dual sport/off-road tour to the top and bottom of Copper Canyon. Story begins on page 73. Photo by Kinney Jones.

CYCLE NEWS

America's weekly motorcycle newspaper

Volume XXIX

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MOTOCROSS AMA National Championship 125/250cc MX Series: Rounds 5/5

Two-time 125cc National Champion Mike Kiedrowski notched his first-ever 250cc National victory at Red Bud Track 'N' Trail.

Jeff Emig (8) holeshot the first moto of the 125cc class and posted 1-2 moto finishes to win the first National of his career.

Kiedrowski, Emig score first-ever wins at Red Bud

By Chris Jonnum

BUCHANAN, MI, JULY 5

It may have rained on the Fourth of July in Michigan, but Kawasaki's Mike Kiedrowski and Yamaha's Jeff Emig provided plenty of fireworks the following day for the estimated 8600 fans on hand at the MS Racing-sponsored Red Bud Track 'N' Trail National MX. Kiedrowski, last year's 125cc National Champion, notched his first-ever 250cc National win, and Emig scored his first-ever National win in the 125cc division on a track that, thanks to the rain the day before, was described by some as being perfect. Only in the late stages of the day did any dust appear and that wasn't enough to hamper the racers.

Kiedrowski's win didn't come easily, as he split moto wins with crowd favorite Jeff Stanton of Michigan, the 1990 250cc National Champion. Stanton currently leads the 250cc series point standings with 226 points. Team Yamaha's Damon Bradshaw, who entered the round second with 167 points, failed to score a single point as he crashed while leading the first moto and elected to sit out moto two, effectively ending his chances of winning the 250cc National Championship.

Stanton needs to score only five points at the next and final round in Troy, Ohio, to clinch his third 250cc National title, as his Honda teammate Jean-Michel Bayle, who was running third in the standings with 137 points going into the Red Bud round, was a no-show due to a sore shoulder.

Kiedrowski's performance netted him $1600 from the $15,000 250cc purse and vaulted the southern Californian from fourth to second place in the point standings, at 181 points. Kiedrowski finished a distant second to Stanton in moto one, but capitalized on a bad start by the Honda rider to win the second moto and the overall.

When asked how it felt to earn his first 250cc National win, Kiedrowski replied, "It's what I wanted to do. I found out in the 125 class that after the first win, the rest come a lot easier. I've been doing a lot of riding on a 500 in preparation for the 500cc Nationals, so maybe that helped with my aggressiveness on the 250."

With a second-place finish in moto two, Stanton earned second overall, while Kawasaki's Jeff Ward had his best finish of the season after missing the previous round to have surgery performed on his shoulder. Ward's 4-3 moto finishes secured third overall.

"My shoulder was really holding me back (before) because I couldn't train properly. I've only ridden about eight times since May, so I'm pretty happy with my performance," said Ward.

In the 125cc class, 21-year-old Emig split moto wins with Kawasaki's Mike LaRocco to claim the top spot with 1-2 scores, earning $1600 from the $12,500 125cc purse. LaRocco posted 3-1 moto finishes, good for $1450, to maintain his lead in the 125cc National series with 220 points, while Team Suzuki's Ezra Lusk turned in his best-ever National performance and finished third overall.

After starting the season poorly, Emig jumped from sixth to third in series points. Emig trails Suzuki's Guy Cooper by seven points, 162-169. Cooper was fifth overall on the day.

250cc National

Stanton charged to the head of the pack when the gate fell to start the first 30-minute, plus two laps moto, but Bradshaw was by him on the first lap. Kawasaki's Jeff Matiasevich, who missed the last round while recovering from injuries suffered at the San Jose Supercross, rode in third. Kiedrowski gated fourth.

Bradshaw and Stanton battled closely for the first nine laps, and their fight carried them away from the pack. Stanton got by in a hairpin at the beginning of lap seven, but Bradshaw reclaimed the top spot one lap later. By lap eight, Stanton and Bradshaw had established a 20-second lead over Matiasevich, who had his hands full with Kiedrowski.

Bradshaw appeared to have the upper hand as he maintained his advantage. A win was not in the cards, though, as disaster struck on lap 10, four laps from the finish. Bradshaw landed hard from a big uphill jump and was thrown over the bars. He crawled off the track, but was too sore to continue.

While lying in his box van after the moto with an electronic stimulation device taped to his thigh, a somber Bradshaw explained the crash: "I was going fine, but I landed in some soft stuff after the jump and went over the bars. The bike landed on my head and my thigh is really bruised, so I'm going to sit out the second moto. I'll be ready for the (July 18) Coliseum Supercross, though."

Bradshaw's fall left the door wide open for Stanton, who cruised to the moto win with a comfortable margin. The real action was for second through fifth. Kiedrowski finally got around Matiasevich to take over second on lap 10. Matiasevich was then challenged by Doug Dubach.

Dubach and Ward had both suffered poor starts and were towing each other through the pack. Both got around the tiring Matiasevich on the white-flag lap to claim the third and fourth spots, respectively.

"I bogged my bike off the start and then I got held up by (Mike) Craig," said Dubach. "Once I got around him, I felt like I was moving pretty good. I was catching Kiedrowski at the end. Who knows, if I had more time I might have gotten him."

Noleen Racing's Larry Brooks holeshot the second moto, just ahead of Kiedrowski. Ward gated third, and passed Kiedrowski to move into second on the first lap.

Kiedrowski passed his teammate back on lap two, while Stanton, who had a fourth-place start, also got by Ward. Matiasevich gated fifth, but was passed by Dubach on the second lap.

Brooks was riding strong and held the lead until lap three, when Kiedrowski got by. Once into the lead, Kiedrowski tried to pull away before Stanton could work through the pack. He was helped when Stanton came up short over an uphill double and went over the bars.

Honda Team Manager Dave Arnold said, "Before the second moto, I didn't know whether or not I should tell Jeff (Stanton) that if he beat Kiedrowski, he would clinch the championship. I told him, and in hindsight, I think it was a mistake. I could tell he was nervous when he got a bad start and when he crashed. He already had enough pressure from riding in front of his home crowd."

Ward, Dubach and Matiasevich got around Stanton before he remounted in sixth and again began to work through the pack, but Stanton passed Matiasevich on lap five and Dubach soon after. Brooks and Ward fought over second, and Ward nabbed the position on lap seven.

Stanton caught and passed Brooks on that same lap, and quickly began to reel in Ward. On lap eight, Stanton muscled his way past Ward for second. But by that time, Kiedrowski had pulled out an eight-second advantage, and though Stanton was slightly faster, he ran out of time and had to settle for second. Kiedrowski was first across the line, followed by Stanton, Ward and Dubach, who had passed Brooks on the eighth lap.

125cc National

Emig possessed the quickest reactions at the drop of the gate at the start of the first 125cc moto and immediately began to pull out a big lead. Team Suzuki's Jeff Dement finished the first lap in second, with teammate Cooper looking for a way around. North County Yamaha's Tyson Vohland was fourth, with Team Peak/Honda rider Buddy Antunez in fifth.

As Emig cruised up front, Vohland was on the move, and worked his way up to second by lap four. Antunez passed a struggling Dement to take over fourth, but began to slow and eventually dropped out of the race.

"I almost crashed, which knocked the wind out of me," said Antunez. "I started to get back into it, but I came up short over some doubles and went over the bars."

Vohland ran second until lap eight when he slid out in a turn as he tried to get around Cooper, who held onto second to the finish. After suffering a terrible start, LaRocco worked his way up to third, ahead of Kawasaki's Ryan Hughes. But the moto belonged to Emig, who finished with approximately a 10-second winning margin.

Emig again showed the way off the line in moto two and quickly pulled away from Lusk, who finished seventh in moto one. Hughes started third, but LaRocco got by him on the second lap and set out after Lusk.

Cooper was mired in midpack after crashing on the first lap.

"I hit neutral in a turn and got bumped while my foot was under the shift lever," said Cooper. "Then I went down again and got up in about last. I was working my way up when I bent my front disc trying to get around Antunez, so I rode the rest of the moto with no front brake."

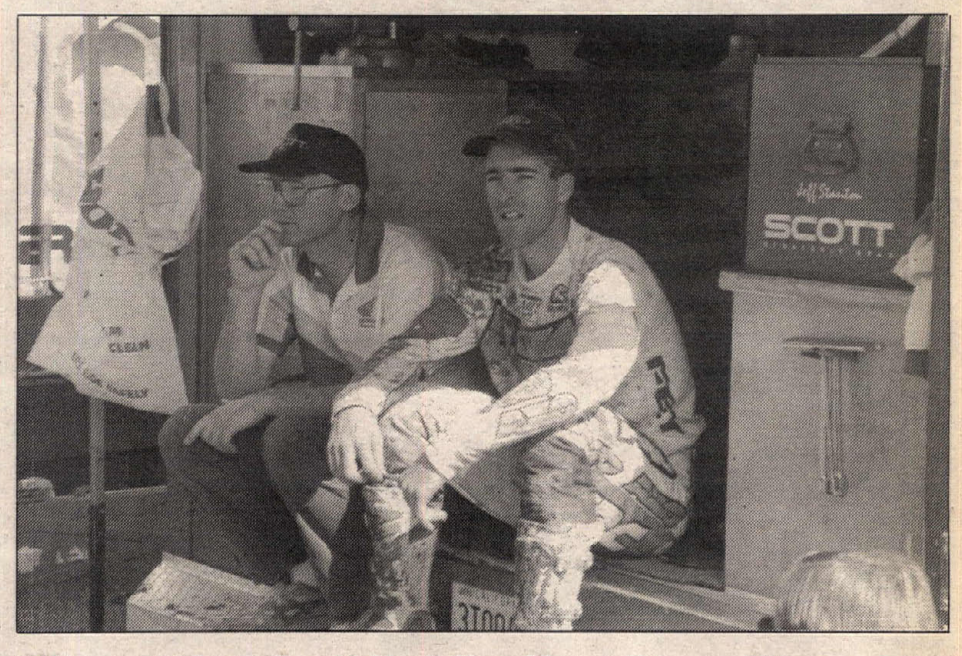
Cooper eventually finished the moto in 11th.

LaRocco passed Lusk on the fifth lap and began to reel in Emig. Lap after lap, LaRocco narrowed the margin and then he caught up to Emig with three laps to go, and passed him on lap 12, the next to last lap, when a rock jammed Emig's rear brake and he was forced to single a downhill triple jump. Emig recovered quickly, but LaRocco had a comfortable lead and kept it to the finish, taking the checkered flag approximately six seconds ahead of Emig. Lusk finished a distant third, just edging out Team Suzuki's Brian Swink, who suffered poor starts in both motos.

"My mission was to holeshot and win both motos," said Emig, who dedicated his first National win to the late Paul Donnelly, of Shoei Helmets. "I'm still happy, though. I couldn't believe how good my bike ran. I got my first-ever National moto win here last year, so I like this track." CN

Former 125cc National Champion Guy Cooper (5) was sixth overall.

Jeff Ward (6) passed Larry Brooks (30) in the second moto. Ward was third overall, his best finish so far in an injury-plagued final season of MX racing.



Jeff Stanton (right) confers with Honda Team Manager Dave Arnold between motos. Stanton needs only five points at the final round to clinch the series championship.

Brooks (30) was the top privateer, finishing sixth overall via 7-5 moto finishes.

Results

125 MOTO 1: 1. Jeff Emig (Yam); 2. Guy Cooper (Suz); 3. Mike LaRocco (Kaw); 4. Ryan Hughes (Kaw); 5. Brian Swink (Suz); 6. Tyson Vohland (Suz); 7. Ezra Lusk (Suz); 8. Jeff Dement (Suz); 9. Jeremy McGrath (Hon); 10. Steve Lamson (Suz); 11. Larry Ward (Suz); 12. Timmy Ferry (Kaw); 13. Jimmy Button (Yam); 14. Doug Henry (Yam); 15. Denny Stephenson (Suz); 16. Ron Tichenor (Suz); 17. Scott Sheak (Kaw); 18. Chad Pederson (Hon); 19. Barry Carsten (Suz); 20. Erik Kehoe (Hon); 21. Hayden Richards (Kaw); 22. Jeromy Buehl (Hon); 23. Jared Carlson (Kaw); 24. Kevin Crine (Hon); 25. Tom Welch (Suz); 26. Chad Lough (Suz); 27. Blane Armbruster (Hon); 28. Bob Mugan (Suz); 29. Jim Randa (Suz); 30. Ryuichiro Takahama (Hon); 31. Bob Behrens (Kaw); 32. Marcus Sellards (Hon); 33. Chris Brown (Suz); 34. Travis Blackburn (Kaw); 35. Buddy Antunez (Hon); 36. Shawn Morgan (Kaw); 37. Brian Roth (Kaw); 38. Grayson Goodman (Suz); 39. Mike Brown (Hon); 40. Doug Stone (Kaw).
Time: 35 minutes, 41.60 seconds.

125 MOTO 2: 1. LaRocco; 2. Emig; 3. Lusk; 4. Swink; 5. Hughes; 6. Lamson; 7. McGrath; 8. Ward; 9. Tichenor; 10. Henry; 11. Cooper; 12. Antunez; 13. Vohland; 14. Button; 15. Kehoe; 16. Dement; 17. Ferry; 18. Carsten; 19. Richards; 20. Buehl; 21. Sheak; 22. Morgan; 23. Carlson; 24. Lough; 25. Welch; 26. Crine; 27. Roth; 28. Randa; 29. Behrens; 30. Armbruster; 31. Mugan; 32. Takahama; 33. C. Brown; 34. Blackburn; 35. Stone; 36. Sellards; 37. Pederson; 38. Stephenson; 39. Goodman; 40. M. Brown.
Time: 38:21.56.

125 O/A: 1. Jeff Emig (Yam); 2. Mike LaRocco (Kaw); 3. Ezra Lusk (Suz); 4. Brian Swink (Suz); 5. Ryan Hughes (Kaw); 6. Guy Cooper (Suz); 7. Steve Lamson (Hon); 8. Jeremy McGrath (Hon); 9. Larry Ward (Suz); 10. Tyson Vohland (Suz); 11. Doug Henry (Yam); 12. Jeff Dement (Suz); 13. Ron Tichenor (Suz); 14. Jimmy Button (Yam); 15. Timmy Ferry (Kaw); 16. Buddy Antunez (Hon); 17. Erik Kehoe (Hon); 18. Denny Stephenson (Suz); 19. Barry Carsten (Suz); 20. Scott Sheak (Kaw).

125 AMA NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS: 1. Mike LaRocco (220)(2 wins); 2. Guy Cooper (169); 3. Jeff Emig (162)(1 win); 4. Ron Tichenor (157); 5. Jeremy McGrath (152); 6. Doug Henry (142); 7. Larry Ward (137)(1 win); 8. Ryan Hughes (133); 9. Brian Swink (121); 10. Tyson Vohland (86); 11. Tim Ferry (77); 12. Steve Lamson (71)(1 win); 13. Ezra Lusk (60); 14. Jimmy Button (58); 15. Buddy Antunez (55); 16. Jeff Dement (53); 17. Denny Stephenson (49); 18. Mike Brown (47); 19. Barry Carston (42); 20. Chad Pederson (37).

250 MOTO 1: 1. Jeff Stanton (Hon); 2. Mike Kiedrowski (Kaw); 3. Doug Dubach (Yam); 4. Jeff Ward (Kaw); 5. Jeff Matiasevich (Kaw); 6. Mike Craig (Kaw); 7. Larry Brooks (Yam); 8. Cliff Palmer (Suz); 9. Fred Andrews (Suz); 10. Phil Lawrence (Suz); 11. Willie Surratt (Suz); 12. Dag Boyesen (Kaw); 13. Brian McElroy (Kaw); 14. Mark Musselman (KTM); 15. Craig Noack (Kaw); 16. Gene Naumec (Kaw); 17. Matthew Crown (Suz); 18. James Eickel (Suz); 19. Daniel Jannette (Suz); 20. Earl May (Yam); 21. David Owens (Yam); 22. Travis Kabosh (Hon); 23. Shane Templeton (Suz); 24. Joshua Steel (Kaw); 25. Mark Morris (Hon); 26. Josh Bamman (Suz); 27. Mike Homanek (Hon); 28. Darren O'Boyle (Yam); 29. Greg Kreinbrook (Kaw); 30. Jeff Curry (Kaw); 31. Chris Hunter (Suz); 32. Don Baker (Hon); 33. James Kapitan (Suz); 34. Matt Adent (Suz); 35. Damon Bradshaw (Yam); 36. Kurt McMillen (Suz); 37. Todd DeHoop (Suz); 38. Mike Roth (Suz); 39. Brian Carroll (Suz); 40. Jason Balas (Hon).
Time: 38:00.36.

250 MOTO 2: 1. Kiedrowski; 2. Stanton; 3. Ward; 4. Dubach; 5. Brooks; 6. Matiasevich; 7. Craig; 8. Lawrence; 9. Andrews; 10. Surratt; 11. Boyesen; 12. McElroy; 13. Noack; 14. Palmer; 15. Curry; 16. Carroll; 17. Jannette; 18. Naumec; 19. Morris; 20. Steel; 21. Owens; 22. Kobush; 23. O'Boyle; 24. Hunter; 25. Baker; 26. Templeton; 27. Roth; 28. Musselman; 29. Kapitan; 30. Bamman; 31. Adent; 32. May; 33. Eickel; 34. DeHoop; 35. Crown; 36. Homanek; 37. Kreinbrook; 38. Bradshaw; 39. McMillen; 40. Balas.
Time: 35:39.39.

250 O/A: 1. Mike Kiedrowski (Kaw); 2. Jeff Stanton (Hon); 3. Jeff Ward (Kaw); 4. Doug Dubach (Yam); 5. Jeff Matiasevich (Kaw); 6. Larry Brooks (Yam); 7. Mike Craig (Kaw); 8. Phil Lawrence (Suz); 9. Fred Andrews (Suz); 10. Willie Surratt (Suz); 11. Cliff Palmer (Suz); 12. Dag Boyesen (Kaw); 13. Brian McElroy (Kaw); 14. Craig Noack (Kaw); 15. Gene Naumec (Kaw); 16. Mark Musselman (KTM); 17. Jeff Curry (Kaw); 18. Daniel Jannette (Suz); 19. Brian Carroll (Suz); 20. Matthew Crown (Suz).

250 AMA NATIONAL CHAMPIONSHIP MX SERIES POINTS STANDINGS: 1. Jeff Stanton (226)(2 wins); 2. Mike Kiedrowski (181)(1 win); 3. Damon Bradshaw (167)(2 wins) 4. Doug Dubach (142); 5. Jean-Michel Bayle (137); 6. Larry Brooks (134); 7. Jeff Ward (109); 8. Phil Lawrence (102); 9. (TIE) Michael Craig/Cliff Palmer (98); 11. Jeff Matiasevich (82); 12. Fred Andrews (78); 13. Willie Surratt (68); 14. (TIE) Brian McElroy/Dag Boyesen (41); 16. John Dowd (38); 17. Ray Sommo (34); 18. Kip Sandell (33); 19. Gene Naumec (30); 20. (TIE) Mike Jones/Jeff Curry (28).

On the way to championship, proved it is po something on an XR.

After plowing through miles of Blackwater's legendary muck, Scott Summers encountered his only real competition of the day. A boulder. His bike came to an abrupt stop. He didn't. Attempting to break his fall, he broke his wrist. His spirit, however, remained intact. As did his Honda XR™600R. An hour and a half later, he screamed across the finish line. Seven and a half minutes ahead of anybody else. With five races to go, he'd clinched his third National Cross Country Championship in a row. Like Scott, the new 1993 Honda XR600Rs have arrived early. Be the first to get on one. The last thing you want to be is a sore loser.

HONDA
The Red Riders

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Scott Summers
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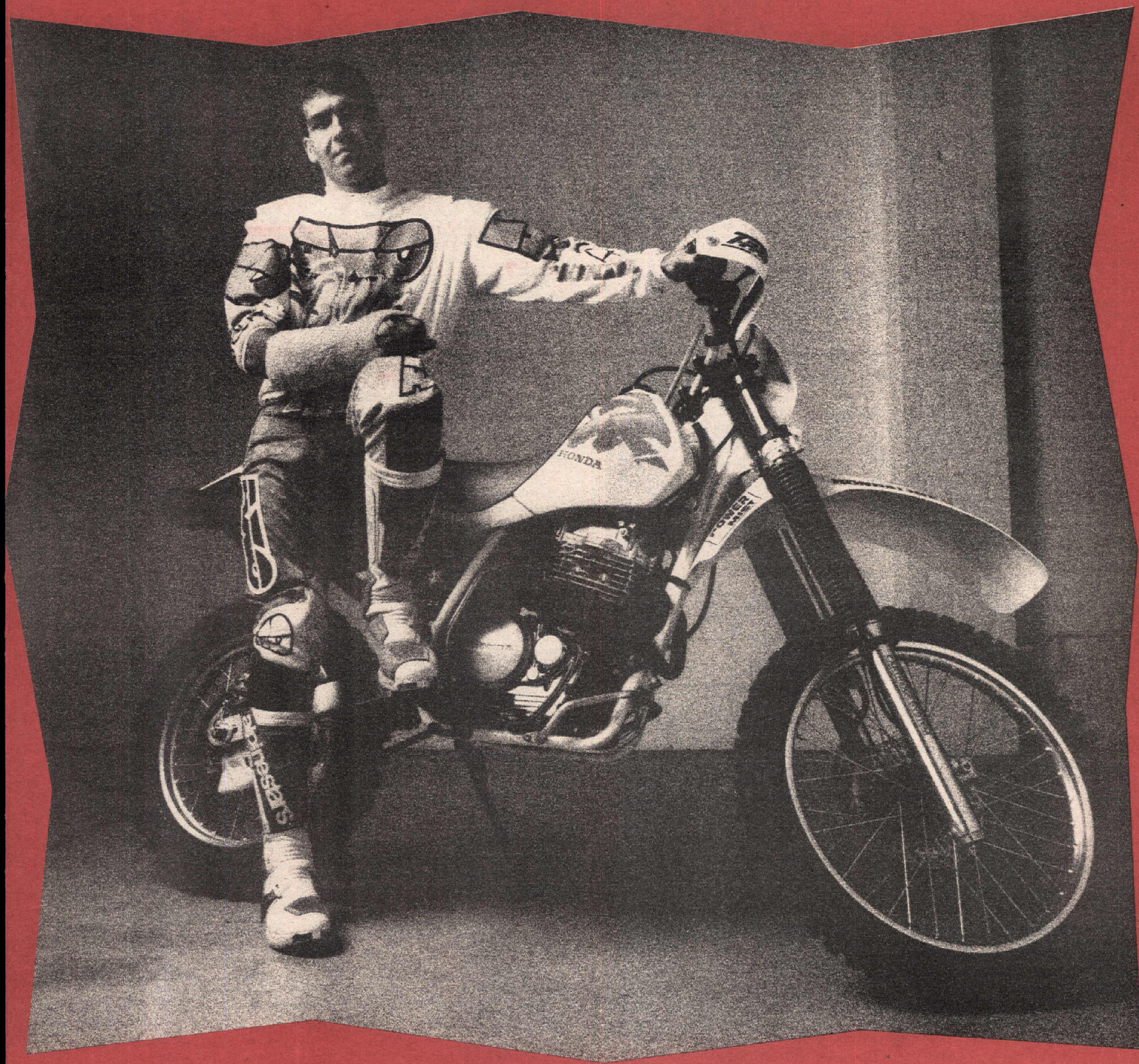
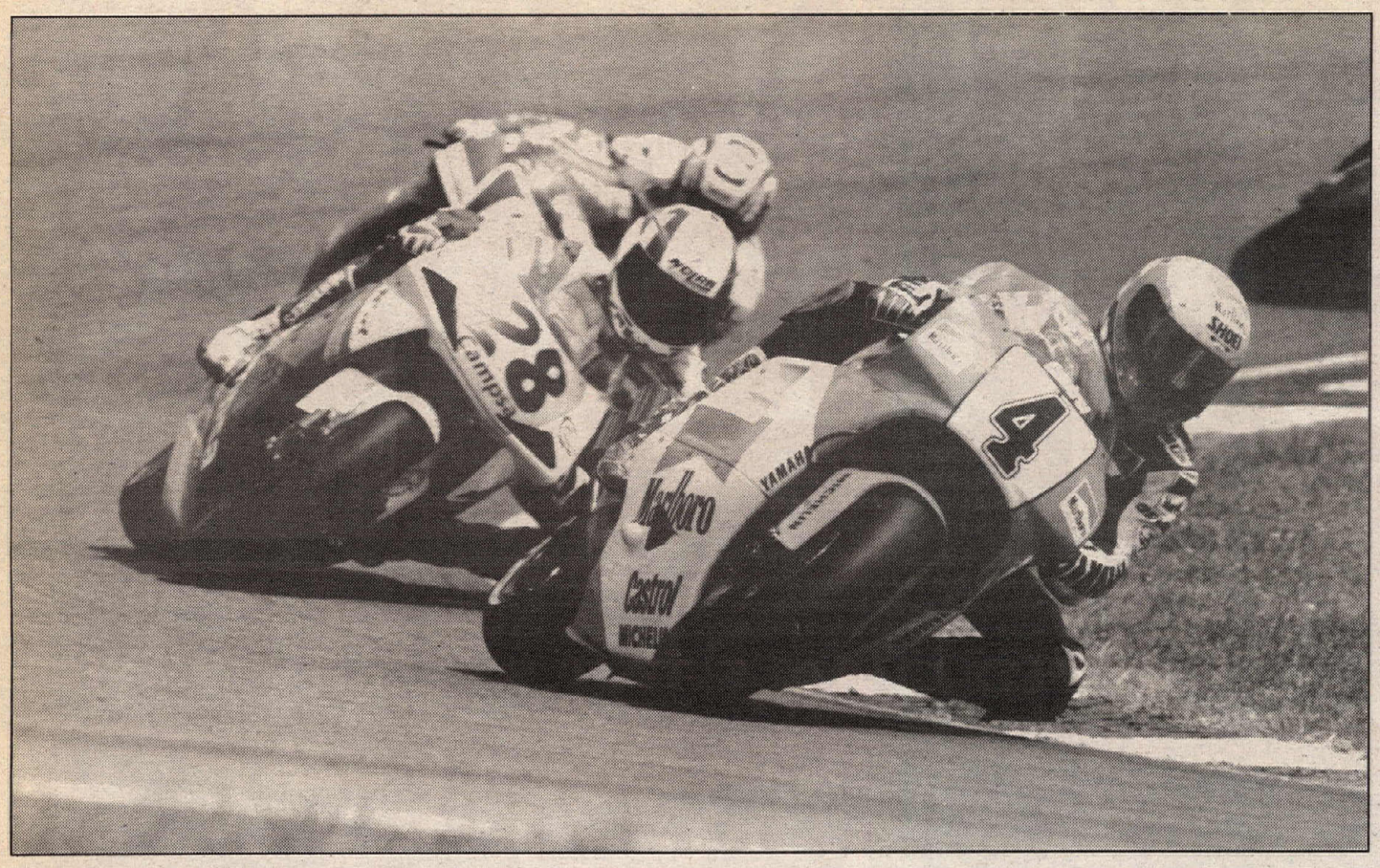


ROAD RACE World Championship Road Race Series: Round 8



John Kocinski (4), and Alex Criville (28) battled to the finish of the 500cc GP with the win finally going to Criville.

Criville wins Dutch TT crashfest

By Michael Scott
Photos by David Goldman

ASSEN, HOLLAND, JUNE 27

Young Spaniard Alex Criville, riding a Campsa Honda in his first 500cc-class season, won an extraordinary Dutch TT last Saturday, staying on and staying ahead throughout a race that claimed all but one of the surviving works American riders. It was the first true European 500cc GP win since Christian Sarron beat Freddie Spencer in 1985.

Marlboro Yamaha's John Kocinski was second, and Cagiva's Alex Barros third, in a depleted field of only 21 finishers.

The race was held in perfect weather at the classic Assen circuit, in front of the usual vast crowd of more than 125,000. They may have seen the start of a new chapter in racing. Criville is only 22, Barros just 21, with Kocinski the elder on the rostrum at 24.

The young men won in the almost total absence of the veterans, all eliminated in an amazing series of crashes in practice and in the race that left title leader Michael Doohan, Rothmans Honda teammate Wayne Gardner and race leader Kevin Schwantz hospitalized, with Doohan and Schwantz likely to miss at least one race apiece.

Defending champion Wayne Rainey withdrew before timed practice on account of his Hockenheim injuries, and a spate of crashes also eliminated Cagiva's pole qualifier Eddie Lawson and fellow front-runner Doug Chandler on the Lucky Strike Suzuki. Lawson and Schwantz collided while disputing the lead in what had promised to be a fierce battle, in a clash more reminiscent of club racing than top-level GP riding.

Schwantz fell heavily, dislocating his hip and breaking a bone in his left arm, with his chance of catching up in the championship also smashed. He joined Doohan in the hospital, where the Australian had two broken bones in his left leg plated the day before the race.

There were several other hospital cases in the crash-happy 62nd Dutch TT, including Australian Peter Goddard (broken wrist), Spaniard Juan Lopez-Mella (broken arm), a photographer with a broken arm, and a woman marshall who lost a leg after being struck by Barros's crashing Cagiva in practice.

This left top-10 positions open to privateer riders, who took the last three points-scoring places, with 10th-placed Kevin Mitchell taking the first points for a Harris Yamaha.

Cagiva's success (Lawson had qualified on pole position) came courtesy of a new engine - like Suzuki's, a twin-crank emulation of the latest Honda, with a similar droning exhaust note and tremendously enhanced acceleration.

The 250cc race was another Aprilia walkover, making for the second successive all-Italian top-three rostrum. This time, however, one of them rode a Honda. Pier-Francesco Chili won as he did last year, and at the last race in Germany. The Honda placed second, ridden by a determined but outclassed Luca Cadalora; with Aprilia's Loris Reggiani third.

It was not a close race, after pole starter and early leader Max Biaggi retired with engine trouble; but as distinguished by a heroic ride by injured Dutchmen Wilco Zeelenberg, who broke his ankle four weeks before. Pain and a lack of endurance in practice suggested he'd be better off missing the race, but he found himself in a fierce battle for the last point, eventually colliding with Jurgen van den Goorbergh in the final chicane, conceding 10th place to the determined young Dutch privateer in the process.

The usual fraught 125cc race was won by Ezio Gianola, matching Waldmann's three wins earlier this season, and bringing the Italian Honda rider to within five points in the World Championship. Honda-mounted Fausto Gresini was second, with the Aprilia of Alex Gramigni third. Last week's winner Bruno Casanova had been with the leaders, but crashed on the last lap.

The Sidecar GP was won by miles by Rolf Biland, with Steve Webster a distant second and Klaus Klaffenbock an equally remote third. But the crowd was simply glad to see them, after the threat in practice that this might be their last race.

Top-level meetings seemed to have reduced that threat by race-day Saturday, but even so the grandstand crowd launched into an impassioned impromptu song, the theme of which suggested obscene treatment of TWP's Bernie Ecclestone.

500cc GP

The opening laps held all the promise of a classic Assen race. Schwantz had seized the lead and maintained control of the race, challenged repeatedly by Lawson, who managed to nose ahead once or twice. Barros was up with them, challenged by Chandler. All but Schwantz were using new-type "drone" engines, and they quickly pulled away from the field.

The first upset came on lap three, when Chandler suddenly went missing round the first loop. He had lost the front wheel at the right-hand Ossebroeken curve, and slid harmlessly out. "I worked my front tire too hard too soon," he explained. "I was expecting the other guys to catch up with us, and I wanted to make a break with the leaders. I guess I should have looked over my shoulder."

Now there were three, and the battle was furious. Among Lawson's repertoire of concerted attacks was a move at the end of the start-finish straight, where he'd come off the kinks faster than Schwantz, then move up inside under braking. He'd practiced it a couple of times, then on lap seven he seemed to have made it stick.

But Schwantz would have none of it. With the Cagiva alongside, even a little ahead, he eased off his carbon-fiber brakes again to lead into the corner, and flicked the Suzuki to the apex. Trouble was, the Cagiva was already aimed at the same piece of track. Lawson's front wheel struck Schwantz's exhausts and seat. The Suzuki flicked sideways and spat Schwantz heavily into the catch fence. Lawson stayed wheels down but ran into the grass where he too was thrown, landing unhurt in a dike.

It is interesting to speculate on why they collided. Certainly, Schwantz was in front and on line on the corner entry, but Lawson had certainly been ahead or at least alongside as they commenced braking. Unused to racing up front recently, he may also not have anticipated the braking ability of the Suzuki's special AP carbons. Certainly, Schwantz is justified in expressing his amazement at being T-boned from behind so early in the race, by such an experienced rider.

Lawson was very firm in the opposite point of view, and had the advantage of being able to speak directly about it afterwards, while Schwantz was still under anaesthetic.

"I was past him, then he got off the brakes for an instant. Then I was already down on maximum lean right next to the paint when he slammed the door on me. I don't know how he thought I would make the corner, or why he found it necessary to do that. I thought that I could ride safely with him right to the last lap."

This left Barros in a clear lead, but he lived up to his reputation of requiring companions to ride fast, and within two laps he'd been caught by another hard race between Criville and Juan Garriga's Ducados Yamaha, dropping to third instantly as he ran wide. Shortly afterwards, Kocinski latched on to the group, and they swapped back and forth, all taking a turn up front.

Kocinski had been working his tires hard catching up from a poor start, and said later: "I blew it from there." In morning warm-up, he'd had a frightener - both feet off the pegs and feet flapping - at near top speed on the back-straight kinks, and afterwards said his aim for the race was: "Stay on."

Garriga and Criville disputed the lead remorselessly, the former making use of his experience, the latter revelling in his Honda's power advantage. It was a regular Spanish civil war that ended when Garriga also ran wide, his tires shot, and dropped to a close fourth again.

Inevitably, things got hectic on the last lap, and as Barros slid wide he lost second to Kocinski. But he'd also slowed him, allowing Criville to press home his breakaway sprint, and cross the line first by three-quarters of a second. "I never expected to win a 500 GP in my first season," the delighted former 125cc champion said later. Nor had anybody else.

Kocinski held second from Barros by mere hundredths of a second; while Garriga was over two seconds adrift at the finish.

Way back came Randy Mamola, riding through the pain barrier to overcome his own hand injuries. He had a mainly lonely race, but was under constant pressure from the two blue Yamaha France bikes of Niall Mackenzie and Miguel DuHamel. The Canadian had made a superb start, but lacked Assen experience and gradually lost ground; the Scotsman had caught up from a poor start and seemed to have beaten his teammate, only to lose sixth place on the last lap, unwilling to duke it out because of his injured condition.

Only another three seconds back an on-form Carlos Catalano (Roc-Yamaha) finally triumphed in a close dice with Eddie Laycock's Yamaha, and the last point went to Briton Kevin Mitchell, his first of the season and the first for a Harris Yamaha since they were introduced at the start of this year.

So the championship went full circle - with Doohan's practice crash putting him in danger of losing his huge lead, only for Schwantz to lose the chance of catching up. They remained first and second overall, on 130-77 points. The absent Rainey is third on 65, and non-finisher Chandler in danger of losing fourth to Kocinski, 57-51.

250cc GP

Biaggi leapt away from pole position, and set fair to run away; Chili also started well, and gradually pegged him back. It looked like another Italian battle royal, with every chance that Cadalora might be able to close up should the two Aprilia rivals slow one another down.

Indeed, they did almost collide once - and then after five laps it was over, with Biaggi's bike suffering piston failure, and rattling slowly into the pits.

This was a godsend to Chili. "I'd expected a tough battle with three or four riders," he said. "But in the end I was able just to manage the race and control Cadalora behind me."

"Control" was the word chosen also by Cadalora, after further frustrating proof that an Aprilia can outrun a 1992 Honda. "If I got close to Chili, he simply went away from me. With five laps to go I decided there was no chance that I'd be able to stop him from winning. In the top three gears, I simply cannot compete on speed any more." He finished almost seven seconds adrift.

Reggiani had a dismal start, and gradually picked his way through from ninth at the end of lap one to take third from Jochen Schmid's Yamaha on lap nine. By then, the leaders were far out of reach, and he continued on his lonely way to take third another seven seconds down.

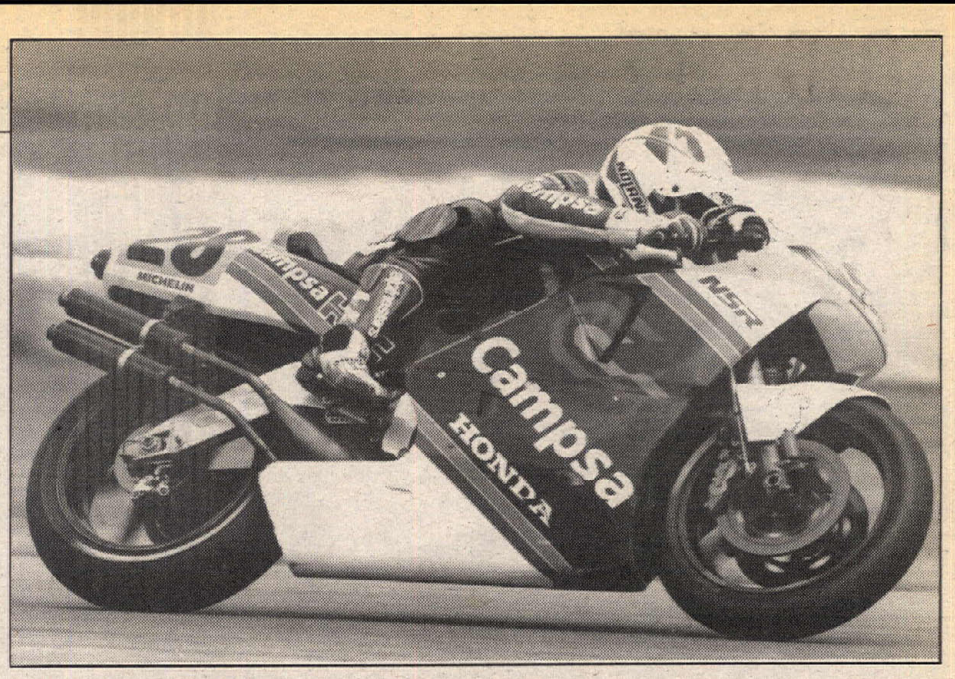
A slightly smaller distance separated the next group, having a frenzied battle that lasted to the very end.

Schmid, complaining later of a shortage of power, was gradually swallowed up by Alberto Puig's Aprilia and Masahiro Shimizu's NSR Honda. He crossed the line sixth, narrowly ahead of Helmut Bradl's Honda, after the latter had survived one big slide and said to himself: "That's enough. I want to see the checkered flag this time."

Loris Capirossi, having also been active in this brawling group, was eighth, with less than two seconds covering from him to Puig.

Jean-Philippe Ruggia's Gilera had pitted with electrical problems, but Carlos Lavado's ran strongly in a lonely ninth, and the Venezuelan former triple champion opened his World Championship score.

Australian Mick Doohan suffered a broken leg during a qualifying crash.



Alex Criville's Dutch GP victory was the first in the 500cc class by a Spaniard.

Lawson/Cagiva grab pole

Wayne Rainey's left hand injury from Hockenheim proved worse than his team had revealed, and he was still in pain and lacking strength. After running eight slow laps in untimed practice, placing 11th, he decided it wasn't worth the risk, and flew home. "I've tried so hard to be ready for this race, but I want to race to win, not just ride around. There comes a time when you have to listen to your body and use your head, not your emotions," he said ruefully.

He must have been more rueful still the next day, when the complexion of the World Championship changed in the first 10 minutes of the final session when Mick Doohan's rear wheel "just spun out" on the exit from the first turn while he was still turning slow laps breaking in pistons. His right leg was trapped underneath the low-siding Honda NSR, and both lower bones were fractured. He would miss two races, and possibly more. At least Kevin Schwantz was still here, and it meant new hope of catching up for a title fight over the last rounds of the championship.

It was an extraordinary moment in a quite bizarre crash-happy final session. Schwantz had already fallen moments before (the red flag for Doohan conveniently gave him the chance to get back and fetch his spare bike); and over the course of the next 55 minutes they went down with a depressing regularity, mostly unhurt: Alex Criville (a low-sider, like Schwantz's); Randy Mamola (a split hose spilled brake fluid on his rear wheel); Niall Mackenzie, privateers Arakaki and Pedercini.

And Wayne Gardner, after leaping up the qualifying order from seventh to fifth and then to third on the previous two laps. He slid into the barrier, suffering a back injury and concussion.

Both Honda riders were out of the Dutch TT. In a bad day for Australians, Peter Goddard had already crashed in the morning, and was also out.

If the number of crashes was unexpected, even more so was the name at the top of the list at the end of practice - Eddie Lawson, the old master of the most difficult track of all giving Cagiva their first pole in racing. It was a great moment, received in oddly subdued fashion in the Cagiva pit, where a bevy of Italian pressmen had been anxiously gathered round the monitor.

Aside from his supreme skill at this superb circuit, where to be inch-perfect is so important, his asset was a new engine. Cagiva's effort at matching the Honda arrived just one race after Suzuki's new motor, and was essentially similar in its NSR firing order and buzz-droning exhaust. The extra torque and manageability realized by the close-up firing order worked wonders for the Cagiva's corner exits and ease of riding, and Lawson was visibly on top form.

The red bike's red-letter day was narrowly achieved, by less than two-hundredths over Doohan's time of the previous day. The Australian had shaved another half-second off that in the second "untimed" practice, so who is to know what he would have managed in the afternoon. But that needn't spoil Lawson's achievement, because lots of other people tried to go faster than him, and failed.

Doohan and Gardner were second and third; John Kocinski was the next starter to slot in, having been fast throughout, but failing to improve as he butted up against the familiar problem of getting the bike to change direction the way he likes it. "You can imagine what it's like here with all the high-speed flicks."

With the two Honda riders officially out before the end of practice, their grid places were not left empty, but the two Suzukis were shuffled forward onto row one.

Schwantz was widespread favorite, having won the last two here, and a moral victory (terminated by mechanical failure) the year before that. He is another master of Assen, exploiting his bike's maneuverability and his own adaptability to the maximum.

He might have qualified faster, too, but he only had one of the new Suzuki engines that both he and Doug Chandler preferred for Assen, and that was in the bike he crashed at the start of the session. Thus he rode the different "old" engine with its much sharper power curve, with the strong suspicion that whatever changes he made to suspension settings or tire choices might not be valid at all on the bike he had hoped to race. Overnight, he and his team resolved to stick with the old bike, on the grounds that it was better developed as a package, and had after all won at Mugello, where they'd been able to tune the suspension to improve corner entry.

He was chasing the front wheel: teammate Chandler is on the other end of the delicately balanced Suzuki see-saw, and was chasing the rear. Like Schwantz, he was a firm believer in the new motor's efficiency here. "It's the grippiest track all year, and with the extra torque it comes off the corner real good. There are other tracks where I might prefer the old motor, though." (Like Hockenheim, two weeks ago, when trouble with his other bike forced him to race-debut the new engine at its first appearance.)

In the new order, seventh-placed Juan Garriga led the second row; with Criville next, and seeming at first to be rather at sea in his first 500 attempt here, and benefitting from a guided tour behind Chandler to set his fast time.

Then came Mamola, stripped of his Budweiser sponsorship decals by a local advertising regulation, but enjoying being at a track that favors experience. Still having trouble with the hand he injured in Germany, he was lucky to escape injury when he crashed rather spectacularly in the last session.

Barros completed row two, apparently a little detuned by a nasty crash on the first day of practice. He lost control of the Cagiva on a fast bend, and while he fell off the bike continued riderless at speed, crashing explosively into a dike and badly injuring a woman marshall.

Mackenzie took over row three, unhurt by his tumble, which happened at very low speed after he'd taken to the grass. Lucky, for he was riding two weeks after breaking a bone in his right foot, wearing a special boot and finding it difficult but enjoyable.

Then came Corrado Catalano, top privateer, and really finding his feet, looking fast and aggressive. He was ahead of Eddie Laycock, and of DuHamel, learning his way round the hardest track of the year.

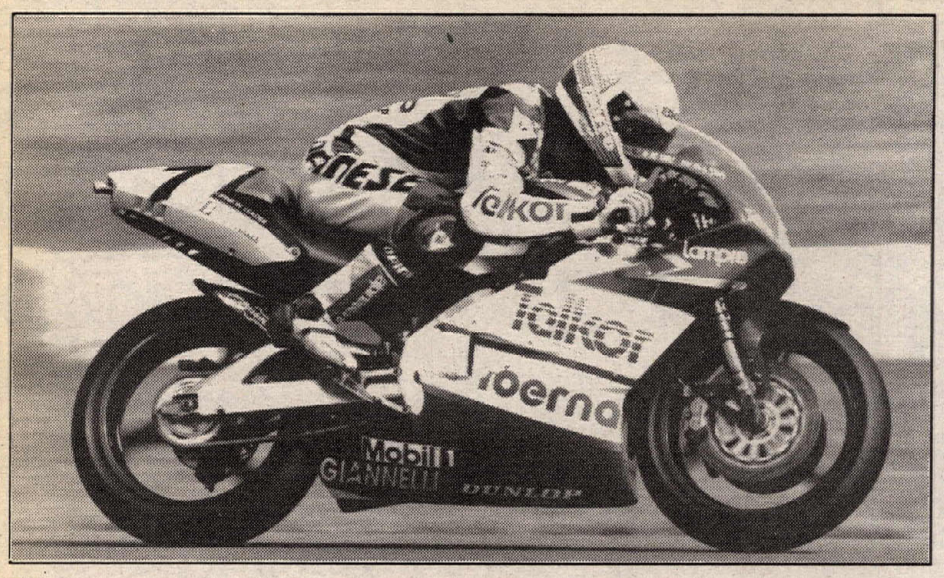
Max Biaggi turned 21 at Assen, and adulthood brought him his third 250cc pole position in succession. "I don't want to say anything about winning the race, because I'm superstitious," he said. There was also, of course, the matter of looking over his shoulder and seeing a gridful of similar Aprilias with tenths of a second of his time - first last year's winner Chili, top privateer Andy Preining (who has a leased works Aprilia engine), and only on the far end of the front row the first Honda, ridden of course by Luca Cadalora.

The championship leader said: "When people pass me in the corners, then I know there is something wrong with my bike." Expanding on the theme, he continued: "It suggests that not just the engine but also the handling of the Aprilias is now better than mine. I may be on the front row, but there is a lot of difference between us. I'll have to go out to get as many points as I can."

He might not have been up front if Loris Reggiani hadn't been battling. "Only the tires are okay," he said wryly, with his time almost a second down on Biaggi's though close enough to give Cadalora a headache.

Helmut Bradl crashed again in practice, and decided to call it a day. "It was like at Hockenheim. The back slipped away, and I have no way of controlling it," he said. He ended up alongside Loris, with Alberto Puig's lease-engine Aprilia and Jochen Schmid's works Yamaha alongside.

ROAD RACE World Championship Road Race Series: Round 8



Pier-Francesco Chili handily won the 250cc GP over defending champion Luca Cadalora.

There was another stirring battle behind them, all Dutch, and involving the van den Goorbergh clan and Wilco Zeelenberg: two Aprilias against the injured Zeelenberg's works Suzuki. First Patrick vdG dropped out, his Aprilia seized, leaving Jurgen and Wilco to scrap to the finish, with all Wilco's earlier thoughts of retirement forgotten in the heat of battle. It came down, almost inevitably, to a barging match in the final chicane as they each tried to outbrake the other, and arrived at the crucial first bend simultaneously.

They collided, with Jurgen bouncing off on the inside of the first corner to run horribly wide on the exit of the next one, and Zeelenberg standing on the footpegs as he motocrossed across the grass, narrowly missing the gravel patch. Jurgen won the drag to the flag, the 1991 European Championship discovery claiming his first World Championship point, but Zeelenberg still justly proud of finishing - the only Lucky Strike rider to do so (his teammate Herri Torrontegui had crashed after a second-lap top-10 tangle with Shimizu).

There were 25 finishers: notable among retirements was practice crasher Doriano Romboni, too sore to continue, and Stefan Prein, who crashed his HB Honda very spectacularly for a second race.

Another Aprilia triumph - but Cadalora's second was enough for yet another increase in his points lead, now 136 points over Reggiani on 82 and Chili on 72. Bradl has 61, with Puig showing in fifth with 60 points.

125cc GP

The first race got off to a botched start when Luis Alvaro took off long before the green light from the fourth row. It was red-flagged at once, and after some confusion they all pitted to refuel, and the whole race process began again.

For five riders, it was all over by the first bend - Heinz Leuthi, Kinya Wada, Fausto Ricci (on the Yamaha), Steven Patrickson and Tony Sanchez - collided at low speed within easy walking distance of the pits.

Meanwhile, pole starter Ezio Gianola's Honda led the pack out into the flat countryside, and stayed in front until the 12th lap. Any early attempt at a breakaway had been foiled by the usual rabble including Bruno Casanova, Alex Gramigni (Aprilias) and Fausto Gresini's Honda soon being joined by two more Hondas - Gabrielle Debbia and Ralf Waldmann, though Waldie was soon to fade to ninth with unidentified engine trouble.

This left five scrapping to the finish, with the end result a lottery of luck and skill. Casanova came bottom, losing the rear late in the final lap and crashing.

By then Gianola's inspired riding on the very fast Semprucci Honda had gained him enough of a breathing space to secure him victory by half-a-second, with Gresini exerting his authority in the closing stages to make sure of second by a similar distance from Gramigni, who had Debbia right on his tail.

Some 20 seconds back Jorge Martinez and his Honda climbed steadily from a bad start to attack and ultimately transcend a tough fight for fifth. This had comprised fearsome Japanese 125cc pilots Noboyuki Wakai, Kazuto Sakata and Teruo Shimizu as well as rising Spaniard Carlos Giro. Wakai dropped out with three laps left when his chain broke, but not before he and his fellow kamikaze pilots had earned the disfavor of the Europeans for their typically hard riding. They finished Martinez, Sakata, Shimizu, Giro; with Waldmann dropped off the back of the group to ninth, and Casanova remounting and finishing 10th, keeping Peter Oettl out of the points.

Waldmann's title lead is now under serious threat from Gianola, whose bike is fast and whose winning streak is holding good. The German has 86 points, Gianola 81; with Gresini also gaining ground with 76, Casanova on 70 and Gramigni on 67. CN

Sidecars back for good?

The extraordinary and scandalous affair of the sidecars came to a head at Assen, but was at least partially resolved by the end of the weekend. Pushed from pillar to post, and banned to outside the official IRTA paddock, the cinderella class of GP racing came close to extinction in Holland, with virtually unpaid competitors wondering if this would be their last race. A series of meetings with the various interests, however, resulted not only in another $50,000 cheque from the FIM, but also a rapprochement with IRTA, who officially recognized them as being from now on part of the Two Wheels Promotions GP circus.

After the race, winner Rolf Biland spoke of their future being assured "for the next 10 years with IRTA"; while IRTA general secretary Mike Trimby said: "It was a shotgun wedding, but we're now committed to having the sidecars aboard." IRTA's standpoint on sidecars had always been clear: they were not part of the package. But the FIM bargained with them, TWP chief Bernie Ecclestone, and TV moguls Dorna to arrange an eight-race calendar.

Unfortunately, all existing contracts had been drawn up without including them, and one thorny question concerned paying their travelling expenses and prize money. At first, it seems the FIM promised to pay, but the sidecar drivers dubbed FIM president Jos Vaessen a turncoat after he washed his hands of this responsibility, after promising a $100,000 payment to cover the first two races in Spain and Germany (the payment received in Assen was the second installment). With no more money on the table, the whole future of the sidecar championship was now in doubt.

Then came an FIM proposal for a further payment from ROPA funds, and (apparently quite independently) a change of heart from IRTA. It seems likely that Ecclestone may have influenced IRTA's decision. The treatment of the sidecars as unwanted poor relations combined with their steadfast refusal to accept defeat and go away was becoming an embarrassment at a time when he is keen to improve the overall image of the sport.

The villain was held to be FIM president Jos Vaessen, whose pledged support to the three-wheelers turned out to be a hollow promise. But it was Ecclestone who was the target of the crowd's derision, a reflection of their loyalty to the Dutch-dominated FIM, as well as a partisan attitude towards the sidecars. There were a number of "F*** Ecclestone" banners, and even a ceremonial burning of a Bernie effigy hanging from the gallows. One banner referred to the unique deal the Assen organizers thrashed out with Ecclestone - instead of paying his $1-million asking fee, they are understood to have got the event for something less than half-a-million, plus a two-dollar royalty on each race-day ticket sold (worth something more than $250,000). The banner read: "BERNIE - TAKE MY TWO DOLLARS AND SHOVE'M."

But the clearest protest came at the start of the sidecar race, when the packed grandstand took up the "F*** Ecclestone" refrain in massed song.

Results

125cc QUALIFYING: 1. Ezio Gianola (2:17.175); 2. Fausto Gresini (2:17.303); 3. Alessandro Gramigni (2:17.407); 4. Bruno Casanova (2:17.557); 5. Ralf Waldmann (2:17.980); 6. Kinya Sakata (2:17.997); 7. Gabriele Debbia (2:18.282); 8. Jorge Martinez (2:18.399); 9. Nobuyuki Wakai (2:18.500); 10. Carlos Giro (2:19.023); 11. T. Shimizu (2:19.130); 12. Mauro Vitali (2:19.536); 13. L. Bodelier (2:19.692); 14. Luis Alvaro (2:19.748); 15. Oliver Petrucciani (2:19.797); 16. K. Wada (2:19.815); 17. Peter Oettl (2:19.973); 18. Ari Molenaar (2:20.533); 19. Hans Spaan (2:20.596); 20. Manuel Hernandez (2:21.150); 21. Alec Bronec (2:21.156); 22. Julian Miralles (2:21.167); 23. Hans Koopman (2:21.580); 24. Alex Waibel (2:21.584); 25. M. Stief (2:21.770); 26. Gary McCoy (2:22.132); 27. Heinz Luethi (2:22.160); 28. G. Palmieri (2:22.177); 29. J. Van Dongen (2:22.281); 30. Toni Sanchez (2:22.397); 31. Hans Abold (2:22.618); 32. H. Unemoto (2:22.726); 33. Robin Appleyard (2:23.343); 34. G. Fiorillo (2:23.390); 35. Peter Galvin (2:23.682); 36. Steven Patrickson (2:23.985); 37. Fausto Ricci (2:25.843).

250cc QUALIFYING: 1. Max Biaggi (2:06.736); 2. P.F. Chili (2:06.949); 3. Andreas Preining (2:08.346); 4. Luca Cadalora (2:08.489); 5. Loris Reggiani (2:08.711); 6. Alberto Puig (2:09.055); 7. Jochen Schmid (2:09.194); 8. Herri Torrontegui (2:09.296); 9. J.P. Ruggia (2:09.363); 10. Doriano Romboni (2:09.366); 11. Masahiro Shimizu (2:09.623); 12. Carlos Lavado (2:09.661); 13. Loris Capirossi (2:10.128); 14. Helmut Bradl (2:10.225); 15. Wilco Zeelenberg (2:10.326); 16. Bernd Haenggeli (2:10.608); 17. Bernd Kassner (2:10.712); 18. Harald Eckl (2:10.860); 19. P.V.D. Goorberg (2:10.994); 20. J.V.D. Goorberg (2:11.019); 21. Paolo Casoli (2:11.048); 22. K. Kozono (2:11.412); 23. L. D'Antin (2:11.510); 24. Stefan Prein (2:11.551); 25. F. Protat (2:12.252); 26. Renzo Colleoni (2:12.430); 27. J. Jeandat (2:2:12.939); 28. Eric Suter (2:13.092); 29. Ari Stadler (2:13.135); 30. A. Bosshard (2:13.174); 31. Yves Briguet (2:13.421); 32. M. Gallina (2:13.428); 33. E. Korpiaho (2:13.830); 34. F. Kuiper (2:15.188); 35. B. Cazade (2:15.265); 36. J. Boerman (2:17.027).

500cc QUALIFYING: 1. Eddie Lawson (2:03.675); 2. Michael Doohan (2:03.692); 3. Wayne Gardner (2:03.829); 4. John Kocinski (2:03.995); 5. Kevin Schwantz (2:04.001); 6. Doug Chandler (2:04.366); 7. Juan Garriga (2:04.688); 8. Alex Criville (2:04.726); 9. Randy Mamola (2:04.964); 10. Alex Barros (2:05.703); 11. Niall Mackenzie (2:06.351); 12. Corrado Catalano (2:06.374); 13. Eddie Laycock (2:06.515); 14. Miguel DuHamel (2:06.595); 15. Toshuiki Arakaki (2:06.956); 16. Michael Rudroff (2:07.363); 17. Peter Goddard (2:07.748); 18. Kevin Mitchell (2:08.886); 19. Cees Doorakkers (2:09.115); 20. Thierry Crine (2:09.287); 21. Juan Lopez-Mella (2:09.527); 22. Serge David (2:09.601); 23. Simon Buckmaster (2:09.612); 24. Dominique Sarron (2:09.696); 25. Niggi Schmassman (2:10.571); 26. Marco Papa (2:10.654); 27. Peter Graves (2:12.113); 28. Lucio Pedercini (2:12.313); 29. Sepp Doppler (2:13.124); 30. C. Arciero (2:15.262); 31. Andreas Leuthe (2:15.761).

SIDECAR QUALIFYING: 1. Biland/Waltisperg (2:09.733); 2. Webster/Simmons (2:10.274); 3. Streuer/Brown (2:10.834); 4. Dixon/Hetherington (2:11.099); 5. Klaffenbock/Parzer (2:11.782); 6. Abbott/Smith (2:12.097); 7. Guedel/Guedel (2:2:12.927); 8. Bohnhorst/Hiller (2:13.428); 9. Kumagaya/Houghton (2:13.622); 10. Brindley/Roche (2:13.962); 11. Brindley/Whiteside (2:14.82); 12. Eglofff/Egloff (2:14.633); 13. Wyssen/Wyssen (2:15.576); 14. Van Kempen/De Haas (2:16.222); 15. Bosiger/Leibundgut (2:16.254); 16. Lausletho/Levinsen (2:16.505); 17. Baker/Prior (2:17.297); 18. Fisher/Crone (2:17.332); 19. Reddington/Andreasen (2:17.909); 20. Hugli/Maenni (2:17.913); 21. Gallros/Berglund (2:18.078); 22. Bosman/Kellett (2:19.931); 23. Koster/Egli (2:20.582); 24. Lemstra/Kuyt (2:21.045).

125cc GP: 1. Ezio Gianola (Hon); 2. Fausto Gresini (Hon); 3. Alessandro Gramigni (Apr); 4. Gabriele Debbia (Hon); 5. Jorge Martinez (Hon); 6. Kiyo Sakata (Hon); 7. T. Shimizu (Hon); 8. Carlos Giro (Apr); 9. Ralf Waldmann (HOn); 10. Bruno Casanova (Apr); 11. Peter Oettl (Rot); 12. Oliver Petrucciani (Hon); 13. L. Bodelier (Hon); 14. Hiyashi Unemoto (Hon); 15. M. Stief (Apr); 16. Ari Molenaar (Apr); 17. Julian Miralles (Hon); 18. Hans Koopman (Hon); 19. Manuel Hernandez (Apr); 20. Hans Spaan (Apr); 21. Alex Waibel (Hon); 22. J. Van Dongen (Hon); 23. G. Fiorillo (Yam); 24. Hans Abold (Hon); 25. Robin Appleyard (Hon); 26. Luis Alvaro (Apr); 27. Nobuyuki Wakai (Hon); 28. Peter Galvin (Hon); 29. G. Palmieri (Gaz); 30. Guy McCoy (Hon); 31 Mauro Vitali (Gaz); 32. Alec Bronec (Hon).
Time: 39 min., 14.559 sec.
Distance: 17 laps, 63.756 miles.
Average Speed: 97.480 mph.
Margin of Victory: 0.677 sec.
Fastest Lap: Gabriele Debbia, 2:18.851/98.657 mph, Lap 5.

250cc GP: 1. Pier-Francesco Chili (Apr); 2. Luca Cadalora (Hon); 3. Loris Reggiani (Apr); 4. Alberto Puig (Apr); 5. Masahiro Shimizu (Hon); 6. Jochen Schmid (Yam); 7. Helmut Bradl (Hon); 8. Loris Capirossi (Hon); 9. Carlos Lavado (Gil); 10. J.V.D Goorberg (Apr); 11. Wilco Zeelenberg (Suz); 12. Bernd Haenggeli (Apr); 13. Bruno Kassner (Apr); 14. Harald Eckl (Apr); 15. L. D'Antin (Hon); 16. Yves Briguet (Hon); 17. F. Protat (Apr); 18. J.P. Jeandat (Hon); 19. Adrian Bosshard (Hon); 20. Eric Suter (Apr); 21. M. Gallina (Yam); 22. Ezio Korpiaho (Apr); 23. Renzo Colleoni (Yam); 24. F. Kuiper (Apr); 25. K. Kozono (Hon); 26. Paolo Casoli (Yam); 27. P.V.D Goorberg (Apr); 28. J. Boerman (Hon); 29. B. Cazade (Hon); 30. Doriano Romboni (Hon); 31. J.P. Ruggia (Gil); 32. Ari Stadler (Hon); 33. Max Biaggi (Apr); 34. Stefan Prein (Hon); 35. Herri Torrontegui (Suz).
Time: 38 min., 52.184 sec.
Distance: 18 laps, 67.506 miles.
Average Speed: 104.204 mph.
Margin of Victory: 6.674 sec.
Fastest Lap: P.F. Chili, 2:07.831/105.618mph, Lap 2

500cc GP: 1. Alex Criville (Hon); 2. John Kocinski (Yam); 3. Alex Barros (Cag); 4. Juan Garriga (Yam); 5. Randy Mamola (Yam); 6. Miguel DuHamel (Yam); 7. NIall Mackenzie (Yam); 8. Carlos Catalano (Yam); 9. Eddie Laycock (Yam); 10. Kevin Mitchell (Yam); 11. Michael Rudroff (Yam); 12. Cees Doorakkers (Yam); 13. T. Arakaki (Yam); 14. Simon Buckmaster (Yam); 15. Thierry Crine (Yam); 16. S. David (Yam); 17. Niggi Schmassman (Yam); 18. Marco Papa (Lib); 19. Peter Graves (Yam); 20. L. Pedercini (Pat); 21. S. Doppler (Yam); 22. C. Arciero (Yam); 23. Kevin Schwantz (Suz); 24. Eddie Lawson (Cag); 25. Dominique Sarron (Yam); 26. Doug Chandler (Suz); 27. Andreas Leuthe (VRP).
Time: 42 min., 00.424 sec.
Distance: 20 laps, 75 miles.
Average Speed: 107.135 mph.
Margin of Victory: 0.762 sec.
Fastest Lap: Juan Garriga, 2:04.625/108.335 mph, Lap 6.

SIDECAR GP: 1. Biland/Waltisperg (LCR); 2. Webster/Simmons (LCR); 3. Klaffenbock/Parzer (LCr); 4. Streue/Brown (LCR); 5. Bohnorst/Hiller (BRM); 6. Guedel/Guedel (LCR); 7. Abbott/Smith (LCR); 8. Egloff/Egloff (LCR); 9. Brindley/Whiteside (LCR); 10. Kumagaya/Houghton (LCR); 11. Van Kempen/De Haas (LCR); 12. Bosiger/Bettgens (LCR); 13. Brindley/Roche (LCR); 14. Wyssen/Wyssen (LCR); 15. Gallros/Berglund (LCR); 16. Baker/Prior (LCR); 17. Fisher/Crone (LCR); 18. Hugli/Haenni (LCR); 19. Bosman/Kellett (LCR); 20. Lausletho/Levinsen (LCR); 21. Koster/Egli (LCR); 22. Lemstra/Kuyt (LCR); 23. Reddington/Andrease (LCR);24. Dixon/Heatherington (LCR).
Time: 37 min., 20.486 sec.
Distance: 17 lapsk, 63.756 miles.
Average Speed: 102.443 mph.
Margin of Victory: 15.687 sec.
Fastest Lap: R. Biland, 2:10.345/103.581 mph, Lap 4.

125cc WORLD C'SHIP POINT STANDINGS: 1. Ralf Waldmann (86); 2. Ezio Gianola (81); 3. Fausto Gresini (76); 4. Bruno Casanova (70); 5. Alessandro Gramigni (67); 6. Gabriele Debbia (50); 7. Dirk Raudies (47); 8. Nobuyuki Wakai (35); 9. Jorge Martinez (33); 10. (TIE) Carlos Giro/K. Sakata (22); 12. Noburo Ueda (15); 13. Peter Oettl (10); 14. (TIE) A. Saito/Oliver Koch (8); 16. (TIE) Y. Fujiwara/T.Shimizu (4); 18. (TIE) Stefan Kurfiss/K. Wada (3); 20. Hans Spaan (2); 21. (TIE) Oliver Petrucciani/Heinz Leuthi (1).

250cc WORLD C'SHIP POINT STANDINGS: 1. Luca Cadalora (135); 2. Loris Reggiani (82); 3. P.F. Chili (72); 4. Helmut Bradl (61); 5. Alberto Puig (50); 6. Max Biaggi (43); 7. Carlos Cardus (37); 8. Masahiro Shimizu (34); 9. Wilco Zeelenberg (26); 10. Jochen Schmid (25); 11. Doriano Romboni (17); 12. T. Okada (15); 13. N. Aoki (12); 14. Loris Capirossi (11); 15. (TIE) N. Wakai/A. Preining/J.P. Ruggia (4); 18. (TIE) K. Nanba/Herri Torrentegui/Paolo Casoli (3); 21. (TIE) Stefan Prein/Carlos Lavado (2); 23. (TIE) J.V.D. Goorbergh/Bernd Kassner/J.P. Jeandat (1).

500cc WORLD C'SHIP POINT STANDINGS: 1. Michael Doohan (130); 2. Kevin Schwantz (77); 3. Wayne Rainey (65); 4. Doug Chandler (57); 5. John Kocinski (51); 6. Alex Criville (49); 7. Juan Garriga (35); 8. Randy Mamola (29); 9. Niall Mackenzie (26); 10. Alex Barros (24); 11. (TIE) Daryl Beattie/Eddie Lawson (18); 13. Miguel DuHamel (16); 14. (TIE) S. Ito/Peter Goddard (10); 16. K. Oshisi (6); 17. Carlos Catalano (5); 18. (TIE) T. Honma/Eddie Laycock (3); 20. N. Fujiwara (2); 21. (TIE) S. Tsujimoto/Kevin Mitchell (1).

SIDECAR WORLD C'SHIP POINT STANDINGS: 1. S. Webster (55); 2. K. Klaffenbock (42); 3. R. Biland (23); 4. Y. Kumagaya (21); 5. P. Guedel (20); 6. B. Brindley (18); 7. R. Bohnhorst (16); 8. (TIE) D. Dixon/E. Streuer (12); 10. M. Bosiger (10); 11. M. Egloff (6); 12. (TIE) T. Wyssen/S. Abbott (4); 14. (TIE) D. Brindley/T. Baker (1)

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- ★ '92 Australian RR Grand Prix
- ★ '92 Malaysian RR Grand Prix
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- ★ "The Ride!"
- ★ "Wanna Race?"

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Americans Stanton, Bradshaw, and Kiedrowski bring home the 11th straight gold medal for the USA in the deep sand of the Valkenswaard, Holland circuit. 60 minutes from Motovideo.

(#148) '91 USGP of MX 500cc/Glen Helen
Complete coverage of the '91 Glen Helen USGP as Bayle, Jeff Ward, and the top American stars put on a great show on a demanding course against the Euros in the final round of the series. 60 minutes from Motovideo.

(#162) 1990 AMA Nat'l MX Season Review
Racing highlights from the 1990 season from all 13 outdoor MX Nationals on the AMA circuit. 90 minutes from Powersports Video.

(#162B) '91 AMA Nat'l. MX Season Review
Follow the 13 stops on the 1991 AMA National MX Series as Mike Kiedrowski duels with Guy Cooper for the #1 plate title honors; 250cc and 500cc action follow the dominance of J.M. Bayle over Stanton, Ward, and Bradshaw. Approx. 2 hours (2-tape package) from Powersports Video.

(#12A) The World's Greatest SX Races
Highlights of the most exciting supercross duels ever. Includes 1986 Anaheim Supercross (RJ vs David Bailey), 1987 LA Coliseum (RJ passes entire field to beat Guy Cooper), and 1988 Pontiac Supercross (RJ vs Jeff Ward, as Ward gets stuffed into the Motovideo cameraman). 60 minutes from Motovideo.

(#78A)1989 Bike GP Compilation
A review of the '89 FIM GP Road Racing season worldwide, as Lawson leads fellow Americans Rainey and Schwantz to sweep 13 US wins in 15 rounds. From Powersports Video.

(#78B) Rainey Days: 1990 GP Review
Follow Wayne Rainey's march to the title, from Suzuka to Phillip Island in this 105-minute blockbuster of an annual review. Probably the best Bike GP Review ever! From Motovideo

(#78C)'91 GP Review: Another Rainey Day
Wayne Rainey dominates the GP Series for his 2nd consecutive World Championship. Excellent summary coverage from each circuit. 105 minutes from GP Video.

(#80C)'92 Japanese RR Grand Prix
52 minutes from GP Video.

(#96C)'92 Australian RR Grand Prix
52 minutes from GP Video.

(#98C)'92 Malaysian RR Grand Prix
52 minutes from GP Video.

(#82C)'92 Spanish RR Grand Prix
52 minutes from GP Video.

(#9) U.S. Grand Prix 1988
Real Grand Prix road racing for the World Championship revives in America as Steady Eddie Lawson and Fast Jimmy Filice beat the best at Laguna Seca. From Powersports Video.

(#41) Bike Experience
Race with Wayne Gardner as you crouch over the handlebars of a 200 mph Grand Prix Honda in actual race conditions! 60 minutes. From Powersports Video.

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For over 80 years the IOM TT has been the ultimate challenge in motorcycle racing. TT '91-Seven Days in June brings the fastest race ever, a history-making triple win and a stunning new outright lap record. 52 minutes from Powersports Video.

(#103) Bike Hero - Kevin Schwantz
Captures Schwantz's true brilliance; from his victory in the Daytona 200, leading to his arrival on the GP circuit in '88 thru the 1989 season. His legendary wins at Donington Park are also featured in addition to an exclusive interview on this tape. 60 minutes from Halmar.

(#137) 1991 Daytona 200
Enjoy a race that lived up to its billing and provided a fitting 50th birthday celebration for the most famous event in American motorcycle racing history. 60 minutes from Motovideo

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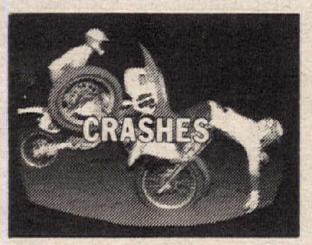
Compiled from the best moments of the 750cc World Superbike Series, the 1990 season review offers the most memorable and action-packed footage of each round. From triumph to defeat, across the vigorous tracks of the world, Honda, Yamaha and Ducati lead a fierce manufacturers' fight featuring their top racers: the U.S.' Flying Fred Merkel, France's Raymond Roche, Britain's Rob McElnea, Italy's Giancarlo Falappa and Australia's Rob Phillis. 90 minutes from Powersports Video.



(#55) MX Crash & Burn Spectacular
The original by Motovideo. 30 minutes.

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"The Music Video!" All new MX crash & burn footage featuring the latest, most outrageous over-the-edge mishaps ever set to the music on videocassette. Great entertainment for all ages! From Motovideo, 35 minutes.

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(#176) Crash Impact
Disasters and mayhem from a variety of motorsports including superbikes, MX, supercross, NASCAR, mud bogs, monster trucks, Indycars, and power boats. 60 minutes from Powersports Video.

(#106A) 50 Years of Daytona
400,000 enthusiasts descended on Daytona for the 1991/50th anniversary of Bike Week. See the "Main Street" & Harley scene from the biggest year ever. 60 minutes produced by Pancom from Progressive Design.

(#117) "Sturgis 1990" 50th Anniversary
The 50th Anniversary Black Hills Motor Classic drew over 300,000 people from all 50 states & 38 foreign countries. this is the "Official Video" of the Rally and covers it well. 75 minutes produced by Pocatello Media group, from Progressive Design.

(#118A) Sturgis 1991: Dances with Motorcycles
With the '91 Sturgis Bike Rally as backdrop, "Dances with Motorcycles" explores the fascinating world of biking enthusiasts. Wayne Crane provides commentary, music by Creedence Clearwater Revival. 75 minutes, produced by Panacom, from Progressive Design.

(#117A) Sturgis 1991: The Official Video
This video captures all the Main Street mania, race track action, hill climb thrills and the great American road to Sturgis, including scenes filmed in Grand Teton and Yellowstone national parks. 77 minutes by Pocatello Media Group, from Progressive Design.

(#120) Ride America Package
Experience Ride America - a brand new series of motorcycle videos. Ride two of the greatest motorcycle roads in the United States with multi-award winning film and television director Peter Starr and his guests. Get California's Highway 1 and Colorado's "Million Dollar Highway" for one low price! From Jigsaw Home Video.

(#121) Ride America: Highway 1
This 60 minute video takes you up the legendary northern California coast via Highway 1, from the Golden Gate Bridge on up, for a breathtaking 130 mile journey in your own living room! From Jigsaw Home Video

(#122) Ride Am.: "The Million Dllr. Hwy."
Experience the wonder and beauty of Colorado's Million Dollar Highway in the fall colors season with 130-mile mountain road excursion through the heart of the San Juan Mountains. From Jigsaw Home Video

(#14B) 1991 N. American Speedway Final
The last race held at Long Veterans Stadium on 3/2/91, turned out to be the most important speedway event of the 1991 season, determining which four N. American riders will go on to compete in the World Finals. 60 minutes from RAZ Video.

(#102A) Speedway Ice World C'ships 1991
The best riders on ice from the USA and the world meet in Tucson, Arizona meet to race for the I.C.E. World Championships. 60 minutes from RAZ Video.

(#123A) 1991 Calif. State Speedway C'ship
Sixteen of the best riders in the United States race on California's longest speedway track in the 24th running of this prestigious event. 70 minutes from RAZ Video.

(#134A) '91 CA State Sidecar Speedway C'ship
See the crazy 1000+cc New Zealand sidecars race on the long Glen Helen track. Watch as Kawasaki, Yamaha, Suzuki, Ducati, MotoGuzzi and Harley powered sidecars race to decide the CA State Speedway Sidecar Championship. 60 minutes from RAZ Video.

(#23A) 1991 Junior Speedway Nationals
First and second division junior riders vie for Jr. National Championship honors at the new Lake Perris, CA track. 70 minutes from RAZ Video.

(#20) Golden Mountain
1961 Isle of Man TT race features Mike Hailwood on the 250 Honda and the Manx Norton, and again in the 1963 Senior 500cc TT. Shows how the sport progressed in just two years. 52 minutes by Halmar.

(#43) TT Tribute
Featuring Mike the Bike Hailwood on the ill-handling 500 Honda-4 dicing with Giacomo Agostini on the MV in the 1967 Isle of Man TT — Classic racing at its best. 69 minutes from Powersports Video.

(#114) Superstar Showdown
Complete coverage of the 1984 Trans-Atlantic challenge Easter Match Races features the biggest collection of road racing stars: Roberts, Spencer, Lawson, Mamola, Baldwin, Cooley, Rainey, Aldana, Sheene, Haslam, McElnea, Grant, Crosby, Gardner, and more! 69 minutes, from Halmar Video

(#115) Rendezvous at the Ring
This 45-minute video takes you back 33 years, to scences of the old 14-mile Nurburgring circuit, with Geoff Duke's fabulous 4-cylinder Gilera battling the mighty BMW of Walter Zeller; also footage of the frightening Northern Ireland Ulster GP course. From Halmar Video

(#116) Racing into History
Four famous British circuits & legendary heroes;John Surtees on the MV at Brooklands in '58, challenged in '59 at Silverstone by a 19-year old Hailwood; 17 brands of bikes race at Oulton, and the '58 Isle of Man TT. 55 minutes from Halmar Video

(#130) It's a Triumph
Manufacturing of the classic pre-unit Triumph motorcycle. 30 minutes from Motovideo

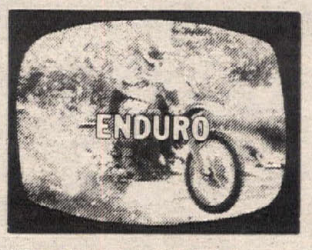
(#141) 1967 Hare & Hound Championship
Classic desert race with the big thumpers and "new" 2-strokes racing over 80 miles of the Mojave Desert. Featuring 800 desert racers including J.N. Roberts, Gary Conrad, Dick Vic, Whitey Martino. Produced by Bruce Brown Films; 37 minutes from KWB Marketing Group.

(#142) 1967 Hopetown 500cc Motocross
The 2nd international MX held in the U.S. The first visit to the U.S. by many of the top Europeans including Torsten Hallman, Dave Bickers, Joel Robert, and Roger DeCoster, also Americans like Eddie Mulder and Gary Conrad. Includes sidehack racing. 45 minutes by Bruce Brown Films, from KWB Marketing Group.

(#143) 1967 Hopetown 250cc Motocross
250cc Hopetown action from 1967, also includes "powder puff" women's event. 25 minutes by Bruce Brown Films, from KWB Marketing Group.

(#144) 1968 Baja 1000
The 2nd running of the now legendary Baja race. Everything from VW vans to motorcycles, Ford Broncos to dune buggies are driven by everybody from Indy 500 winners to movie stars. Featuring Pamelli Jones, James Garner, Malcolm Smith, and more. 40 minutes by Bruce Brown Films, from KWB Marketing Group.

(#145) 1970 Ascot 100 Lap TT
J.C. Agajanian's 10th annual 100-lap classic held at Ascot and covered by more than 13 cameras. Made by Bruce Brown while filming "On Any Sunday." Features Mert Lawwill, Skip VanLeeuwen, Dallas Baker. 30 minutes from KWB Marketing Group.



(#77) 1989 International 6-Day Enduro
The 64th Annual ISDE from Wallduin, West Germany. 60 minutes from Powersports Video.

(#95) Paris To Dakar 1989
For 21 days and 241 bikes, cars and trucks raced and struggled to complete the formidable transcontinental "raid". See all the highlights from the ground and the helicopter cameras in this toughest race of all. 60 minutes. From Powersports Video.

(#110A) 1991 Blackwater 100
From Davis, WV, it's America's Toughest Race, the Blackwater 100 Revisited. For the second year in a row Motovideo takes you to witness this amazing motorcycle & ATV spectacle. 60 minutes from Motovideo

(#11) Rick Johnson Profile of a Champion
By John Bradley Entertainment. 78 minutes all about your favorite "Bad Boy." From Motovideo.

(#13) Riding Motocross - Glover Style!
Six-time National MX Champ takes you to his secret tracks and shows you how to master the art. 60 minutes from Motovideo.

(#54) V-Twin Maintenance
How to keep your Evolution Harley humming and looking new and save hundreds of dollars. Joe Minton hosts. By Tech Tapes.

(#100) Rick Johnson's "Motovation"
From Motovideo. Rick's 70 minute instructional tape comes complete with a pocket-sized handbook that the motocrosser can carry along and refer to in the field. RJ shows you how to ride better than you think you can.

(#101) Mental Edge
Race Tech's Paul Thede explains why and how to condition your mind to become a faster off-road and motocross rider by "learning how to learn". 23 minutes from Motovideo.

(#108) A Twist of the Wrist
The definitive road riding & racing instructional video by Keith Code of the California Superbike School. This video translates the book into 14 sections to make you visualize with crystal-clear understanding the art of pavement technique. 107 minutes from Motovideo.

(#111) "The Matazattack Video"
Follow "The Chicken" Jeff Matiasevich, as he shows through his unique style of riding and racing how you can improve your bike handling skills. 60 minutes of entertainment from Motovideo.

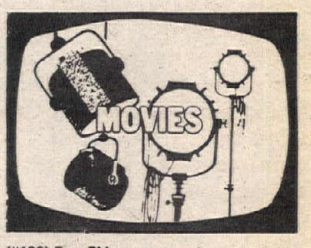
(#135) Street Smarts
The advanced course in urban street riding survival. This 55-minute video is full of tips and tactics gathered from riders who have had millions of miles experience, and from expert road racers sho show you safety techniques you can apply to your street riding. From Winters West Pictures.

(#177) The Ride!
The streets are dangerous! If you don't know what you're up against, you're in trouble. "The Ride!" shows you how to be safer on the street. 40 minutes from JR Productions.

(#178) Wanna Race?
Doug Polen, Jamie James, Scott Russell, Donald Jacks and other top racers show you how to get off the street and into club roadracing; what you need, what to expect, how to get started at the amateur level. 60 minutes from JR Productions.

(#124) The Awesome Factor
This documentary captures the essence of professional Harley-Davidson drag racing through the AMRA Series. See the people who live & breathe racing, and the machines that take them to the edge. 60 minutes produced by Panacom, from Progressive Design.

(#126) Drag Bike Extravaganza
Everything you ever wanted to know about motorcycle drag racing with commentary by Pro Stock National Champion Dave Schultz. 60 minutes from Powersports Video



(#138) Easy Rider
This is the classic youth film of the 1960's which reflected the attitudes and longings of an entire generation. Two motorcyclists (Peter Fonda and Dennis Hopper) embark on a coast-to-coast odyssey in search of the real America. 94 minutes from Progressive Design.

(#139) The Wild One
What's Johnny rebelling against? "What have you got," he sneers as an angry young Marlon Brando scorches the screen in this powerful '50s cult classic. 79 minutes from Progressive Design.

(#140) On Any Sunday
Bruce Brown's classic 1971 film which covers virtually every form of motorcycle competition from the AMA's Grand National Tour to Motocross; Desert Racing to Ice Racing; the ISDT to the Widowmaker Hillclimb; the Bonnneville Salt Flats to the Elsinore Grand Prix. 90 minutes from KWB Marketing Group.

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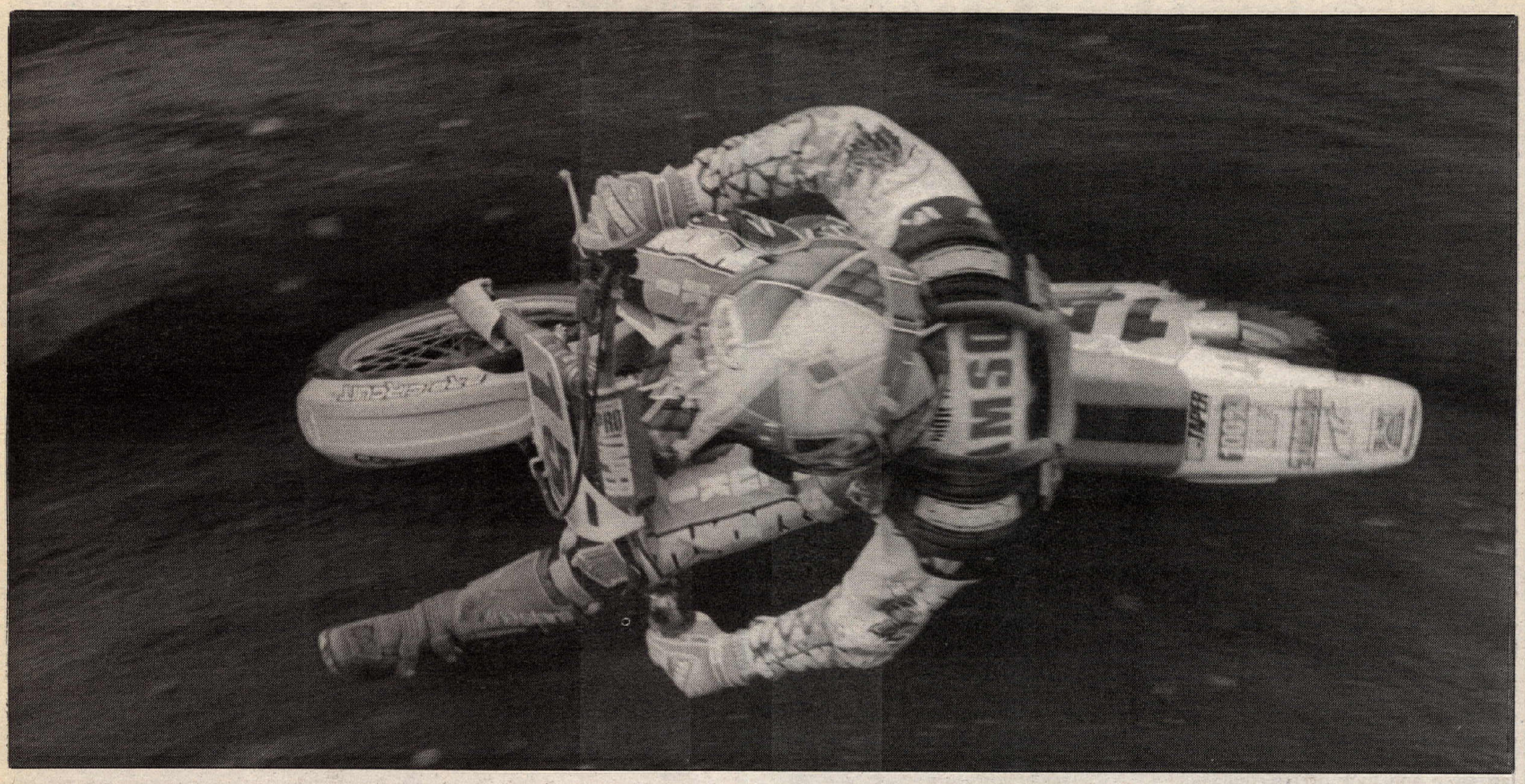
MOTOCROSS 25th Annual Mammoth Mountain MX



For the second year in a row, Team Suzuki's Steve Lamson was the top finishing Expert at the Kraft Foods-sponsored event and went home over $5000 richer.

Kawasaki's Robbie Reynard styled to the 125 and 250cc Intermediate class wins.

Lamson, Reynard rule Mammoth

By Donn Maeda

MAMMOTH LAKES, CA, JUNE 25-28

Mammoth Mountain means different things to different people. While some call Mammoth home, the mountain is most frequently associated with snow, skiing, fishing, vacations and motocross.

Motocross?

Yes, motocross. For 25 years now, thousands of racers have flocked to the resort town of Mammoth Lakes each summer for what is considered to be one of the premier MX events of the season. Many riders plan their vacations around the event, as the location and atmosphere provide an ideal getaway.

But don't tell that to Steve Lamson or Robbie Reynard. They came to Mammoth Lakes with nothing but business in mind. Suzuki's Lamson and Kawasaki Team Green's Reynard were the cream of the crop at the Mammoth Mountain MX. Lamson was the dominant rider in the Expert division, and Reynard in the Intermediate category, as they pounded their way around the mile-long course that winds through the trees of the Sierra Nevada Mountains.

Lamson, fresh off his first National win at the June 14 Hangtown National Championship 125cc MX, carried his momentum to the mountain and topped the 250cc and Open Expert classes, and finished second in the 125cc Expert class. And for the second year in a row, the Pollock Pines, California, resident also earned the $5000 bonus awarded to the weekend's most consistent Expert.

As expected, Reynard took the 125cc and 250cc Intermediate class championships back home to Moore, Oklahoma. Though he walked away from his competition in the 125cc class, Reynard had to overcome a bad start and a pair of crashes to win the 250cc class crown.

This year, nearly 1300 racers turned out for the four-day program. Vet racers took to the track on Thursday, while Open and Mini class racers got their turn to race on Friday. The 125cc class competition took place on Saturday, and the 250cc classes were run on Sunday, as were the Women's classes. Round three of the Motolink Pro Four-Stroke Motocross Series was held on Friday, in conjunction with the Open class program.

The large turnout of entrants required that most classes be divided into divisions, with the Junior classes having as many as seven. Amateurs raced in two qualifying motos, with the top overall finishers transferring to the main event. Riders carried those points into the main event, and all three scores were averaged to determine their overall finishing position.

Experts raced in a single qualifier, with the top finishers transferring into the final. Riders who didn't fare well in the first race had another shot to transfer in a last chance qualifier, and no points were carried into the 35-minute plus one-lap mains.

Lamson kicked off his weekend on Friday with a win in the Open Expert class. Since Suzuki no longer produces an Open class motocrosser, the factory Suzuki rider campaigned a Klemm Research-modified RM250 that was converted to 300cc.

Team Peak Pro Circuit's Jeremy McGrath was fastest at the drop of the gate and led Rich Taylor, Lamson and Jeff Pestana up the long uphill start. Kawasaki's Ryan Hughes gated 10th, but quickly began to slice through the field.

On the first lap, McGrath parted company with his bike and remounted nearly last.

"I just swapped out," said McGrath. "I knew it was a long race, though, and I'd have time to catch back up."

Lamson was quick to take advantage of McGrath's misfortune, and quickly worked past Taylor for first. Once into the point position, Lamson began to open a lead that would stretch to 15 seconds by the race's end.

Suzuki's Damon Huffman also displaced Taylor and ran second for the first half of the race. Like Lamson, Huffman raced a modified RM250, his bored out to 340cc by Cycle Engineering. The first rider to challenge Huffman for the runner-up position was Hughes, who slowly but surely overcame his poor start. Hughes passed Huffman on the downhill on lap seven and took over second, but all eyes were focused on McGrath, who had blitzed back after his opening lap crash and motored up into fourth.

McGrath passed Huffman and set his sights on Hughes. McGrath passed Hughes on lap eight, but Hughes struck back with a strong-arm pass in the next turn. McGrath again swooped past on the next lap, but this time Hughes had no answer.

Though McGrath was arguably the fastest rider on the track, Lamson's lead was too large to overcome. Lamson greeted the checkered flag 15 seconds ahead of McGrath, who in turn enjoyed a six-second lead over Hughes. Huffman finished a distant fourth, well ahead of Taylor and Scott Myers.

"Once I got out front it was smooth sailing," said Lamson. When questioned about his overbored 250, Lamson said, "I was definitely slower on the uphill, but I made up for it in the corners. The track wasn't very rough, so I think overall I was at a disadvantage."

"I don't have much 500 experience," said Hughes. "I wasn't aggressive enough, and Lamson and McGrath have had more time on Open bikes."

While he may have lacked Open class experience, Hughes has spent plenty of time on a 125, and dealt Lamson his only defeat of the meeting in Saturday's 125cc Expert final.

Hughes led McGrath, Suzuki's Phil Lawrence, Erik Kehoe and local rider David Barrett off the line at the start of the final, while Lamson struggled with a ninth-place start.

Barrett crashed on the opening lap, while Lamson did his best to work through traffic. McGrath's race came to a sudden halt on lap two when his bike's countershaft snapped.

"I was right on Hughes, when I swapped real hard," said a disappointed McGrath. "All of a sudden it went "bing" and my chain flew off."

McGrath returned to the pits while his mechanic Skip Norfolk walked into the woods in search of the derailed chain and countershaft sprocket.

With the demise of McGrath, Hughes enjoyed a four-second lead over Lawrence, who suddenly found himself under attack from Lamson.

Lamson only followed Lawrence for a lap before forcing his way past, and quickly closed the gap that separated him and leader Hughes.

Lamson was breathing down Hughes' back by the halfway point, while Lawrence circulated the track a distant, but secure third over Kehoe and Buddy Antunez.

Lamson tried repeatedly to pass Hughes, but each time he would find the door slammed shut. At one point, Lamson nearly went down when he plowed into the rear of Hughes' machine in a tight tree turn.

"His brakes were getting pretty sticky out there," said Lamson.

On the last lap, Lamson pulled out the stops and went for it, but it was Hughes who emerged from the back section of the track with the lead. Lamson spun out in a turn while trying to get the upper hand, and remounted out of contention. Hughes crossed the finish line six seconds ahead of Lamson. Two seconds later followed Lawrence, while Antunez worked past Kehoe to garner fourth.

"All the training I did while I was hurt made the difference," said Hughes, who spent most of the 1991 season sidelined with a broken wrist. "I just tried to keep my cool. Lamson is a great, clean rider; I left the door open a couple of times but he never slammed me."

"I just grabbed a handful. I guess it was too much," said Lamson of his last-ditch-effort crash. "It was a great race, though."

There would be no last-lap crashes for Lamson in Sunday's 250cc Expert final, but a crash on the third lap while he was leading kept things interesting.

Honda's Drey Dircks grabbed the holeshot at the start of the main with Taylor, Hughes, McGrath and Lamson were in hot pursuit. Lamson berzerked his way past his competitors and into the lead by the start of the third lap, but lost his front end in the turn just after the finish line.

"It was like in the cartoons - I saw $5000 flying away," said Lamson. "I was taking a different line, and the front end just washed."

Fortunately, Lamson was able to remount quickly and allowed only Hughes and McGrath past. Hughes was happy to inherit the lead, and quickly established a four-second lead over McGrath.

The next lap saw McGrath lose his balance in a long rut near the mechanic's signal area, and the Western Regional 125cc Supercross Champion found himself on the ground. Lamson wheelied out of the rut and avoided McGrath, who remounted quickly enough to maintain third.

Lamson began to reel in Hughes, but his job was made easier on lap 13 when Hughes crashed at the top of the uphill. Lamson motored past the downed Hughes and into the lead, which he maintained to the finish. Hughes picked himself up in second and crossed the finish line 10 seconds ahead of McGrath, while Taylor finished well ahead of Kyle Lewis for fourth.

"All three of us crashed," said Lamson, referring to himself, Hughes and McGrath. "The track was the roughest today."

Reynard grabbed the holeshot in the 10-lap 125cc Intermediate final and for all practical purposes, the race was over. Reynard breezed away with the wins in his two qualifying motos, and the final was no different. By the fifth lap, he had established a 15-second lead over Suzuki's David Pingree, who circulated the track three seconds ahead of Reynard's Kawasaki teammate, Craig Decker.

Casey Johnson (16) topped the Mini Expert class, while Ricky Carmichael (19) suffered a seized crank and carded a DNF in the final.

Jeremy Chisum (78) led winner Todd Sweaney (89) early in the Open Junior main.

Pingree's race came to a sudden halt on lap eight, when his leg rubbed the airbox boot off of the carburetor. Decker inherited second and second overall, but could do little to reel in Reynard. Steve Andrich ran a lonely fourth throughout the race, and moved into third when Pingree retired. Greg Schnell finished fourth in the final, but his qualifying scores edged Andrich's for third overall.

"This track really suits me," said Reynard. "The rougher it gets, the better I like it, especially on a 125 - I can really throw it around."

Things weren't as easy for the 14-year-old rider in the 250cc Intermediate final. As he did in the 125cc class, Reynard blasted the competition in his qualifiers and won by large margins, but at the start of the main, with Kevin Geyer the first man up and down the start hill, Reynard and Pingree were involved in a pileup in the second turn. Pingree recovered quickly, while Reynard completed the first lap in 28th place.

Geyer and R.C. Bennett battled over the lead while Pingree and Reynard did their best to work their way through the pack. Decker ran as high as third, but a crash late in the race relegated him to 12th and ninth overall.

Pingree and Reynard blasted through the field and by the fifth lap had muscled their way into fifth and sixth, but Reynard crashed back to 10th while trying to pass Bill Sauro in the mechanics' signal turn.

Reynard set a torrid pace after remounting, and on the eighth lap had snuck back into fourth, behind Geyer, Bennett and Pingree. While Geyer had pulled out a 12-second lead, Bennett, Pingree and Reynard ran in close formation.

Pingree found his way past Bennett on lap nine, but it took Reynard until the last lap to do the same. While Geyer crossed the finish line with the win, Pingree and Reynard blasted down the back straight for the last time.

"I got a good start. That made the difference," said Geyer. "Once I got free of Bennett, it was easy."

Pingree enjoyed a 10 bike-length cushion on the straight, but Reynard sailed off the last jump and landed within inches of Pingree. Reynard dove to the inside and after making contact with Pingree, powered across the finish line second.

"I knew it was now or never," said

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MOTOCROSS 25th Annual Mammoth Mountain MX

Drey Dirks (44) led Rich Taylor (66), Ryan Hughes (26) and eventual winner Lamson (15) down the famous Mammoth downhill at the start of the 250cc Expert final.

R.C. Bennett (76), David Pingree (28) and Craig Decker (15) battle for position.

Kyle Lewis (69) passed Ty Davis (3) en route to the Motolink Pro 4-Stroke race win.

Reynard. "I just kept trying and trying, and never gave up."

Reynard's second in the final, coupled with his qualifier wins, was good for first overall. Geyer was second in the overall tally, ahead of Pingree and Bennett.

Unlike the rest of the races, the Motolink Pro Four-Stroke Challenge race incorporated a traditional, two-moto format. Kyle Lewis thumped away with the holeshot in the first eight-lap moto and quickly began to pull away.

"It was easy to go fast with no one ahead of me," said Lewis, who piloted a White Brothers-sponsored Husqvarna. "I just rode smooth and mistake-free."

Behind Lewis, Ty Davis, Rex Staten and Todd DeHoop battled over the runner-up position. Davis' ATK broke a valve spring and he dropped to eighth, leaving Staten and DeHoop to do battle. DeHoop gained the upper hand on Staten before the finish, while Gordon Ward and Willy Musgrave rounded out the top five.

Davis holeshot the second moto, but Mike Young was quick to steal the lead. Once out front, Young turned up the wick and easily pulled out a five-second advantage. Lewis forced his way past Davis and into second, but seemed content to run in that position, knowing that the overall was his. DeHoop gated miserably, but worked up to Davis' rear fender by the eighth lap.

Young's muffler began to fall off on that same lap, and his Husqvarna began to sputter and lose power. Slowly but surely, Lewis began to gain ground, and really poured it on when he saw Young struggling.

"I wouldn't have caught him, but when I saw his pipe, that was it, he was mine," said Lewis.

Lewis zapped Young on the last lap and carded the moto and overall wins. Young held on to second, ahead of DeHoop, Davis and Staten. DeHoop's 2-3 finishes edged Staten's 3-5 for second overall.

"I can't beleive what bad luck I've been having," said Young. "A bolt that holds the muffler on just snapped."

In the Vet Expert class, Staten holeshot the final and was never seriously challenged. Larry Wosick ran second early on, but couldn't fend off the advances of a hard-charging Joe Waddington. Wosick held on to third, though, ahead of Dave Coupe and Pete Murray.

Staten crossed the finish line well ahead of Waddington, but a crash and subsequent 14th-place finish in one of his qualifying motos relegated him to fourth overall. Waddington's 5-1-2 finishes edged Coupe's 3-2-4 for the overall win, while Wosick garnered third overall.

"I knew I didn't have to pass Rex in the final," said Waddington, who turned 30 just before the Mammoth event.

Jason Partridge was the quickest off the line in the Mini Expert class and led Ricky Carmichael, Casey Johnson and Jeff Willow through turn one.

Johnson was on the move and scooted past Carmichael on lap one. Johnson then reeled in Partridge, and the two riders banged bars before Johnson took over. Carmichael's bike screeched to a halt on lap six with a seized crank, and Ryan Clark was happy to move into a distant third. Johnson held on for the win ahead of Johnson, Clark, Jeremy Diel and Willow.

Dustin Nelson cleaned house in the Mini Intermediate class, as he ran away with easy wins in his qualifiers and in the main. Travis Preston was second overall, ahead of Eric Schnell and Shaun Perolio.

Jimmy O'Neal captured top honors in the Mini Junior class over Andy Harrington, Jeff Northrop, Timothy Beattie and Mike Gonzales. O'Neal also competed in the 125, 250 and 500cc Junior classes, finishing 16th in the 125s and 23rd in the 500s.

Tom Webb blitzed through his qualifying motos and easily won the Open Junior main, well ahead of Todd Sweaney, Sten Rasmussen and Jason Trubey. At the end of the day, however, a protest was filed against Webb, who was also scheduled to compete in the 250cc Intermediate class, and Sweaney was declared the winner.

Sweaney returned to action in the 250cc Junior class and finished fourth overall behind winner Dave Smith, Rich Thorwaldsen and Lawrence Lewis.

Lewis was the big winner in the 125cc Junior class, as he posted 2-1-1 finishes to earn the overall victory. Second in the main and second overall went to Jason Chisum, who thwarted a last-lap pass attempt by Theo Bernard in the main event. Foiled, Bernard re-entered the track quickly enough to salvage third overall.

After "retiring" last year, Mercedes Gonzalez returned to the track and spanked the competition in the Women's class. Dee Ann Wood dealt Gonzalez her only defeat in the first qualifier, as Gonzalez crashed on the opening lap and was forced to come from well off the pace. In the second qualifier and in the main event, though, Gonzalez stormed back with a vengeance and notched two convincing wins. Wood crashed on the opening lap of the final and worked her way from last to fourth, behind Kristy Shealy and Jeannie Pruitt.

Gonzalez' 3-1-1 scores were more than good enough to secure the Women's class crown for another year, while Shealy, Wood, Pruitt and Nadine Holbert rounded out the top five and will have to wait another year to dethrone Gonzalez. CN

Results

MINI JR: 1. Jimmy O'Neal (Hon); 2. Andy Harrington (Hon); 3. Jeff Northrop (Suz); 4. Timothy Beatty (Suz); 5. Mike Gonzales (Suz).

MINI INT: 1. Dustin Nelson (Suz); 2. Travis Preston (Hon); 3. Eric Schnell (Suz); 4. Shaun Perolio (Hon); 5. Josh Tarantino (Suz).

MINI EX: 1. Casey Johnson (Kaw); 2. Jason Partridge (Kaw); 3. Ryan Clark (Suz); 4. Jimmy Deil (Suz); 5. Jeff Willoh (Kaw).

125 JR: 1. Lawrence Lewis (Yam); 2. Jason Chisum (Suz); 3. Theo Bernard (Suz); 4. Steven Richards (Yam); 5. Chad Burleson (Hon).

125 INT: 1. Robbie Reynard (Kaw); 2. Craig Decker (Kaw); 3. Greg Schnell (Suz); 4. Steve Andrich (Kaw); 5. Tim Staufenbeil (Hon).

125 EX: 1. Ryan Hughes (Kaw); 2. Steve Lamson (Suz); 3. Phil Lawrence (Suz); 4. Buddy Antunez (Suz); 5. Erik Kehoe (Hon).

250 JR: 1. Dave Smith (Yam); 2. Rich Thorwaldsen (Hon); 3. Lawrence Lewis (Yam); 4. Todd Sweaney (Hon); 5. Terry Ducker (Kaw).

250 INT: 1. Robbie Reynard (Kaw); 2. Kevin Geyer (Yam); 3. David Pingree (Suz); 4. R.C. Bennett (Yam); 5. Bill Sauro (Hon).

250 EX: 1. Steve Lamson (Suz); 2. Ryan Hughes (Kaw); 3. Jeremy McGrath (Hon); 4. Rich Taylor (Hon); 5. Kyle Lewis (Yam).

OPEN JR: 1. Todd Sweaney (Hon); 2. Sten Rasmussen Kaw); 3. Jason Trubey (Hon); 4. Marc Tucker (Hon); 5. Anthony Alves (Hon).

OPEN INT: 1. Brett Reed (Hon); 2. Eddie Davis (Kaw); 3. Chris Barker (Hon); 4. Chris Radzinski (Hon); 5. Tom Engel (Hon).

OPEN EX: 1. Steve Lamson (Suz); 2. Jeremy McGrath (Hon); 3. Ryan Highes (Kaw); 4. Shaun Kalos (Yam); 5. Damon Huffman (Suz).

WNM PRO: 1. Mercedes Gonzalez (Kaw); 2. Kristy Shealy (Suz); 3. Dee Wood (Kaw); 4. Jeannie Pruitt (Hon); 5. Nadine Holbert (Yam).

WNM EX: 1. Debbie Arbogast (Hon); 2. Sedann Stilmock (Kaw); 3. Jamie Pamintuan (Suz); 4. Shalie Stillmock (Hon); 5. Mollie Bourke (Kaw).

WNM AM: 1. Karen Joice (Yam); 2. Pam McDonald (Kaw); 3. Susan Lee (Suz); 4. Jodi Hollow (Suz); 5. Karen Nielsen (Hon).

VET JR: 1. Donny Sievertson (Hon); 2. George Thompson (Yam); 3. Duane Potts (Kaw); 4. Dave Bang (Kaw); 5. Ron Sharp (Yam).

VET INT: 1. Rod Richardson (Yam); 2. Tom Engel (Hon); 3. Kenny Zahrt (Yam); 4. Steven Lawler (Yam); 5. Eric Harvey (Hon).

VET EX: 1. Joe Waddington (Yam); 2. Dave Coupe (Hon); 3. Larry Wosick (Yam); 4. Rex Staten (Yam); 5. Marty Smith (Kaw).

SR: 1. Barry Mayo (Kaw); 2. Ken Ratzloff (Hon); 3. Jim O'Neal (Hon); 4. Terry Davis (Kaw); 5. Ron Way (Hon).

4-STK: 1. Kyle Lewis (HuS); 2. Todd DeHoop (Hbg); 3. Rex Staten (ATK); 4. Gordon Ward (Hbg); 5. Mike Young (Hus).

Olson bests Mammoth MX Old Timers

By Roy Knight
Photo by Donn Maeda

MAMMOTH LAKES, CA, JUNE 20-21

Alan Olson withstood the pressure of some of the best Over-40 racers in the country, including former factory stars Rich Thorwaldson and Gary Jones, to win the Masters class at the 20th Annual Old Timers Mammoth Mountain National.

Not to be confused with the more famous Mammoth Motocross Classic, this two-day event took place on the same beautifully prepared track one week earlier and was hosted by the Los Angeles chapter of the Old Timers Motocross Association.

It was clear that as many of America's motocrossers have grown older, as the ranks of this country's Veteran and Senior classes have begun to swell. Over 350 racers showed up for this year's gathering. In addition to the Old Timer racers, which included classes for riders over 40, 50, and 60 years old, the Los Angeles Old Timers Association also invited the Over The Hill Gang Association (for riders over 30 years old) to attend the annual event.

In the first of Saturday's three 20-minute Old Time Masters motos, last year's winner Rich Thorwaldson looked like a good bet to win again as he holeshot his Honda into the lead. But his problems soon began as he went down just before the famous Mammoth downhill. Yamaha-mounted Jon Miller quickly took over the lead with Terry Sage, Alan Olson and Gary Jones close behind. Olson and Jones soon got around Sage while Thorwaldson started to work his way out of the pack. By midway, Thorwaldson was running sixth. The checkered flag saw Miller arrive first, followed by Olson and Jones.

Unfortunately for Miller, the second moto marked his downfall, due to problems with his brakes. Miller was forced to pull off the track and suffered a DNF. Olson, riding the same Team Peak CR500 that was used by 500cc World Champion Georges Jobe in this year's USGP at Glen Helen, notched the win with Thorwaldson second and Jones third.

Saturday's third moto saw Jones holeshot another Team Peak CR500 into the lead, with Olson right behind. Thorwaldson was next in third, and Miller was fourth. Olson quickly grabbed the lead from Jones who eventually fell back to fourth. By the halfway point, Miller had moved up to second place and set his sights on Olson. Then on the last lap, Olson went down in a tight left-hander, letting Miller by. Olson quickly remounted and went after Miller whom he soon repassed. Miller hung in for second while Thorwaldson, Jones and Bob Krah of Idaho followed.

Sunday's first moto saw two Team Peak machines once again shoot into the lead, this time with Olson taking the holeshot and Jones right behind. Miller ran third ahead of Tom White and Thorwaldson. By the fifth lap the top three riders started to leave the pack as they engaged in a three-way battle for the lead. Within a couple of laps Miller had gotten around Jones and set out after Olson. Olson soon succumbed to the relentless pressure of Miller, who took over the lead just before the white flag. Olson held second place ahead of Jones, Thorwaldson, and Ratzloff.

In Sunday's second and final moto it was again Thorwaldson's turn to take the holeshot, but this time he held the lead for most of the race while a battle raced behind him. Miller secured second and Larry Kellerhals ran third ahead of Olson and Jones. Kellerhals eventually dropped back while Jones made his way around Olson, who needed only a top-five finish to earn the overall win. Meanwhile some major dicing was going on between Thorwaldson and Miller, who were still running first and second. On the last lap, Miller dove underneath the former factory Suzuki rider as the two rounded the sweeper at the pit board area. Thorwaldson hung on to the second spot with Jones, Olson and Ratzloff following.

When all five motos were tallied, Olson came out the winner with Thorwaldson finishing second overall and Jones earning third. Due to his one DNF, Miller had to settle for fifth overall, behind Ratzloff. Olson was obviously pleased with his win and gave much of the credit to his sponsor. "Team Peak was great," he said. "Every time I took the bike out for another moto it was like riding a brand new motorcycle." Jones also seemed quite happy with his weekend of racing. Though some racers said that the track got too rough. Jones said that it reminded him of the National-caliber tracks that he used to race on in the '70s. Jones who now spends much of his time racing off-road cars, said he felt a little out of shape and that racing this event was a last-minute ordeal. "I just turned 40 in April," he said, "and I only just barely got my three qualifying races done in time for this event."

Other racing action included the Over The Hill Gang Pro and Expert classes. In the Pro class Mike Bosworth, who was recently bumped up to pro status, easily won all four motos of the weekend. The 36-year-old veteran has been racing at Mammoth for over 20 years, but said he is uncomfortable racing for money. Bosworth spent much of his time helping his fellow racers work on their bikes. Jon Marshall placed second in the Pro category, while Steve Rawson scored third.

The OTHG Expert class saw Scott Smith take the overall win after getting a lucky break from Darren Oliver who, despite winning all four motos, was bumped back to last place in moto one for not wearing the proper club jersey. That gave Smith the first moto win which, along with his three second-place finishes, allowed him to take the overall. Rick Richards and Brian Allen, staying consistent all weekend long, earned the second and third spots respectively.

The Over 50 Old Timer Senior Master class showed very few signs of age as they blasted out of the gate. Bob Millner took the holeshot with Jim Lamkin and Ken Hodgson close behind. Millner soon faded to third, leaving Lamkin and Hodgson to battle for the lead. Within a couple of laps Hodgson made his way into first, which set the stage for the rest of the weekend.

Over 350 members of the Old Timer's Motocross Association raced through the trees that line the Mammoth Mountain MX course in the Sierra Nevada Mountains.

Moto two saw Philip Frisbie fire his big Husaberg thumper into the lead for the first of several holeshots he would take over the weekend. Frisbie held the lead till near the end of the moto when Hodgson finally got by. Frisbie hung on to second in front of Lamkin.

Saturday's last moto saw Hodgson once again take the checkers, this time with Lamkin finishing second and Frisbie third.

Moto one on Sunday again had Lamkin and Hodgson chasing down Frisbie's Husaberg. By midway Lamkin and Hodgson had gotten by Frisbie and started a major battle of their own. At one point Hodgson got in front of Lamkin and held the lead for a couple of laps, but by the white-flag lap Lamkin retook the lead and held on until the finish. Hodgson scored second with Frisbie third.

The final moto had Frisbie's thumper once again tractoring up the hill into the lead, this time with Don Swearingen in second place and Hodgson holding down third. A determined Hodgson soon got around Swearingen and went after Frisbie, while Lamkin was stuck back in fourth. Before long Hodgson once again made his way to the front where he stayed until the finish, scoring the overall win. Frisbie clung to the second-place position, which gave him third overall, while Lamkin, who stayed in fourth behind Swearingen, took home the second-place trophy.

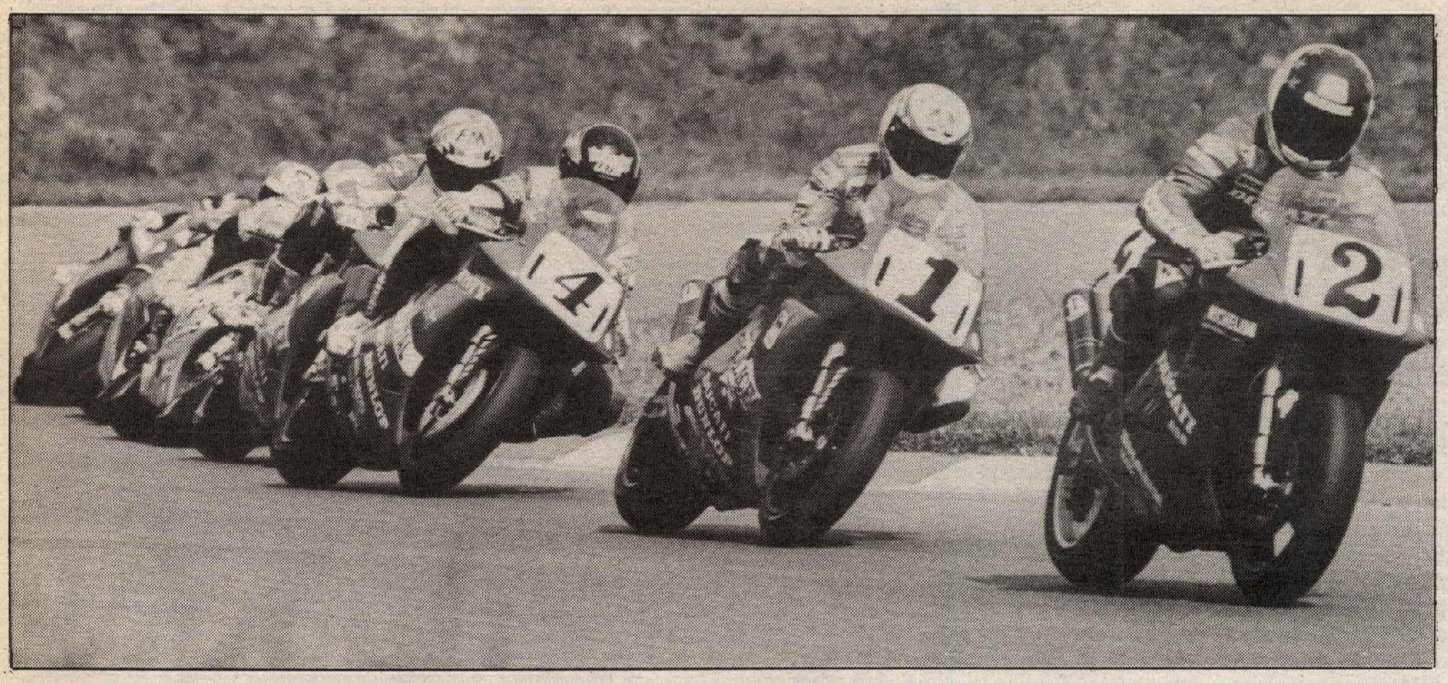
The OTHG Intermediate class was so large that it had to be split into two divisions. Division one saw the Reno chapter clean house as they earned the top five positions. Steve Zanone took home the gold after winning both of Saturday's motos and staying consistent on Sunday. Dan Harold and Scott Bens earned second and third respectively.

In division two, holeshot-artist Glen Wilkins from the North chapter nailed down the win with 3-1-2-1 moto finishes after battling hard with Bob Bang all weekend long. Also riding strong was the North Chapter's Scott Creager who came in third, just one point behind Bang. CN

Results

OTMX MSTR: 1. Alan Olson; 2. Rich Thorwaldson; 3. Gary Jones; 4. Ken Ratzloff; 5. Jon Miller.
OTMX EX: 1. Charles Collins; 2. Mark Cook; 3. Steve Machado; 4. Art McDade; 5. Phil Mascorro.
OTMX AM: 1. Jim Gladish; 2. Jack Roten; 3. George Webb; 4. Jim Swendsen; 5. Steve Shindler.
OTMX NOV: 1. Chuck Wall; 2. Gale Webb; 3. Richard Kroske; 4. Rod Gass; 5. Alan Stephens.
OT SR MSTR: 1. Ken Hodgson; 2. Jim Lamkin; 3. Philip Frisbie; 4. Don Sweringen; 5. Bengt Johansson.
OT SR EX: 1. Tom Muto; 2. Bill Oliver; 3. Tony Armada; 4. Merril Kempter; 5. Jim Keeton.
OT SR AM: 1. Ron Scott; 2. Gabe Gutierre; 3. Ron Clawson; 4. Milton Roybal; 5. Barry Simon.
OT SR NOV: 1. Norm Shields; 2. Bob Rasmussen; 3. Charles Watanabe; 4. Bill Weltman; 5. Clarence Machad.
S/SR AM: 1. Fred Parson; 2. Asker Larnkjaer; 3. Al Fitzgerald; 4. Don McKenzie; 5. Steve Pyle.
S/SR NOV: 1. John Webb; 2. Bob Klatt; 3. Richard Orril; 4. Wendell Park; 5. Jack Biery, Sr.
OTHG PRO: 1. Mike Bosworth; 2. Jon Marshall; 3. Steve Rawson; 4. Larry Brown.
OTHG EX: 1. Scott Smith; 2. Rick Richards; 3. Brian Allen; 4. Darren Oliver; 5. Rob Martindale.
OTHG INT 1: 1. Steve Zanone; 2. Dan Harold; 3. Scott Berry; 4. Randy Appleton; 5. Murray Miller.
OTHG INT 2: 1. Glen Wilkins; 2. Bob Bang; 3. Scott Creager; 4.Mark Howard; 5. Kenny Thoreson.
OTHG NOV: 1. Dan Schaller; 2. Elliot Brainard; 3. Reinhard Albrecht; 4. Danny Lowers; 5. Donald Carver.
OTHG BEG: 1. Perry Gail; 2. Ronald Garcia; 3. Debbie Mathews; 4. Steve Basmajian; 5. Michael Paisley.

ROAD RACE World Championship Superbike Series: Round 6



A Ducati freight train of Raymond Roche (2), Doug Polen (1), and Stephane Mertens (4) lead the way in Austria.

Falappa gets his first in Austria

By Gary Pinchin
Photos by Johan Vanderckerhove

ZELTWEG, AUSTRIA, JUNE 28

Falappa! The hard man of superbike racing is back — at least on the high-speed swervery of the Oesterreichring. Still not fully recovered from his horrendous accident at the same track two years ago, Giancarlo Falappa, the king of the late brakers, edged out his rivals to win both races on the Team Police Ducati.

But after two incredible closely fought races in front of an estimated 23,000 fans, Australian Rob Phillis had extended his points lead over Doug Polen to 11 points, 178-167, and set a new lap record during the height of the second race battle.

Phillis was delighted with his second and fourth place finishes after two daring rides on the factory Team Moving Kawasaki ZXR750. Some of his aggressive passes won the hearts of the spectators, even the many Italian Falappa fans in the stands.

Polen had to be content with third and fifth places on the day and he could easily have won the first leg, but got badly held up by Raymond Roche, who had a motor failure in the Bosch Curve.

Roche is still third in the point standings with 145 points, but lost more ground on the leading duo after his first race DNF. In the second leg, Roche used his spare engine and was not happy with its performance, even though he led for several laps.

Falappa's two wins elevated him to fourth in the standings with 141 points, at the expense of Aaron Slight, who dropped to sixth after a broken clutch dropped him to seventh in the first race. He was a non-finisher in the second when his motor let go. And Slight will miss the next race while testing factory bikes in Japan in readiness for the Suzuka Eight-Hour.

Fabrizio Pirovano has also moved up a place to fifth after fourth and sixth place finishes in Austria. He blew two motors in qualifying and used a tired, high-mileage motor for the races and was able to run in the leading pack both times, but never quite got on the pace of the leaders.

Simon Crafar, a 23-year-old New Zealander, had two outstanding rides on Rich Arnaiz's spare Rumi Honda which has an '88/89 spec motor. Tenth and 11th places may not sound like much but in the cauldron of superbike racing, on a machine that is considered well past its 'sell by date,' his racing impressed everyone.

Qualifying

It was only one fast lap of the 3.628-mile race track, but it was enough to secure the pole position for Roche. With 10 minutes left of the final qualifying session, the Frenchman cut a one-minute, 51.590-second lap on a soft-compound 1864 (not a qualifier) Michelin after struggling on Saturday morning to break the 53-second barrier. It was the first pole position of the season for Michelin in World Championship Superbike racing.

"Pole position is not important to me, but Michelin asked me to see how fast I could go on the tire and I did what they asked," Roche said. "It is good because this is a race tire. But I know tomorrow pole position will mean nothing. It will be a big fight."

Polen and Stephane Mertens, both on trick Dunlop qualifying tires, were the only other riders to get into the 51-second range. Polen secured second fastest time in the final session with a 1:51.655 while Mertens cut his best lap in the very first timed session on Friday.

Polen had a drama free practice, apart from running out of gas in turn four during the Saturday morning session. Luckily, there was just enough fuel to get him back to the pits. It could have been a long walk, and a wasted session otherwise.

The Texan was his usual confident self about the race but admitted it would probably come down to a multi-bike slipstreaming battle. "The top of the hill just before the Bosch Curve is the place this race will be decided," he said. "If you get the draft right there you can gain yards, man. That's where I passed by Roche last year. But it's real easy to make a mistake there and then you are in big trouble. The Bosch Curve ain't no place to crash!"

Mertens was trying one of the CTS Tellert electronic gear shifters on his Total Wanty Ducati for the first time in the final session (but declined to race with until it he could have a tailor made linkage). He also nearly ran off the course trying to keep pace with the flying Roche on the pole winning lap.

Mertens has been hot at Zeltweg for three years. "In 1988, when I raced Bimota, I crashed in practice and dislocated my knee so I decided not to race," recalled Mertens. "That lost me the championship. But since then the circuit has paid me back. I have finished top overall in classification each year (1989 3-1, 1990 2-1 and 1991 1-2). It is a very fast track and suits me very much."

Falappa, also on Dunlops, completed the usual Ducati assault on the front row with a 1:52.037. Team Moving Kawasaki's Phillis prevented an all-V-twin front row, posting a 1:52.301 which was fifth fastest overall but placed him third on the grid, with times taken alternatively from the respective two qualifying groups.

This weekend, Phillis had the new cylinder heads mated to his engine with the new lightweight crank he used in Spain. "It feels good," he said. "In the last session we tried something with the suspension and screwed up a bit but overall, I'm happy."

Sixth fastest was Davide Tardozzi, despite crashing in the Hella Licht chicane during Saturday's first practice. He almost took out Yamaha rider Jeffry de Vries in the tumble, the Dutchman just managing to avoid the errant Grottini Ducati. A week earlier it was Tardozzi who sideswiped Merkel at Jarama.

Slight was seventh fastest, even though his number one motor let go on Saturday morning. He only got the last 18 minutes of the session on his number two bike.

Slight, though, was reveling in the fast open sweepers. "It's so fast, but it's a bit dangerous. Like, you don't want to crash at this place." Slight said. "But it's really weird. I struggled at Jarama to get the bike right but here it's perfect and yet the track is so different to anything I'm used to riding on."

Slight was right on the pace from the first untimed session, but could have done with one more lap in the final 50 minutes to break the 52s.

"We did 53.9s with one bike which felt great but once I got going faster, the front end problems started," Slight said. "So I had to go out on my number one bike with a replacement, brand new engine. I had to run it in first and did a two minute dead with new tires on. Next lap I got a big slide so I gave them a little more time to heat up. Third lap I did a 53.2 on my first flier. It was a bit cruel on the motor but one more lap and I would have been in the 52s. Max (mechanic Adrian Gorst) clocked me on a split, well inside 52s, but the bloody flag came out when I was going ballistic," added Slight, that final reference coming from the movie Top Gun which he had been watching on video all afternoon between qualifying sessions in Phillis' motorhome!

Fellow Kiwi Crafar was the sensation of qualifying putting his Rumi Honda on the second row with a 1:52.961. That was over a second faster than regular team member Baldassarre Monti, and almost two seconds faster than Arnaiz managed. And Crafar was on his spare and didn't look anywhere near as ragged as either of them!

Arnaiz qualified further back with a 1:55.221. He was fast through the tight chicane, but struggled in the other corners. "I can't get it turned," he said. "I keep running wide and the front end is chopping around. I think maybe the suspension is set too harsh and I don't get enough feedback."

German Kawasaki rider Ernst Gschwender also got his best grid placing of the year, his 1:53.005 achieved with some parts supplied by the factory Team Moving Kawasaki team and a good tow from Slight. "He was my wing man out there," joked Slight, continuing his Tom Cruise speak!

The BYRD Yamaha team had a fraught practice in the Pirovano corner. He had some front-end patter during the first day of qualifying but more serious, he wrecked two engines and struggled to get on the pace. He was 10th fastest and would start from row three with a 1:53.152.

The Fred Merkel camp was a lot happier one — especially when comparing the previous weekend at Jarama. Merkel was a mere 0.006-of-a-second slower than his teammate even though he had spent much of qualifying in agony, having to ride without his regular pain-killing shot or the massage on the ankle between stints on the bike. His doctor had not arrived going into Saturday afternoon.

"Sure it hurts," said Merkel. "But it's a damn sight easier on the ankle here than at Jarama. And the bike's working a lot better on this type of track."

One of the CTS/Tellert gear shifters on Carl Fogarty's Ducati, and a tow from Phillis, meant a second difference in the British rider's lap time in the final session. Fogarty posted a 1:53.205 having previously not been below 54s. "The bike's so slow," said Fogarty, still with no factory engine. "I'm revving it off the clock (the rev counter is marked up to 11,000) but can't stay in the slipstream. I'm riding my nuts off in the corners and at this rate, I'm going to dump it."

Local rider Karl Truschees kept the large crowd for Saturday's practice happy. He was 13th fastest with his National importer Kawasaki, then came Spaniard Daniel Amatriain who had spent all Friday trying to dial in his Ducati's electronic fuel injection. Then on Saturday he struggled to get a quick time. "There were so few bikes out there, I never got a tow," he said.

Race one

It was hectic into the Hella Licht chicane the first time after the drag uphill from the start line. Falappa and Pirovano arrived side by side with Falappa forcing ahead, and Polen in third jumping on the brakes expecting both of them to make contact as they tipped in.

"I saw the pair of them going for it and decided I didn't want any of that," said Polen.

Roche, Mertens and Fogarty were right in there on the Ducatis while Team Moving Kawasaki's riders were in tandem with Slight seventh just ahead of Phillis.

Everyone expected a repeat of the Spa rolling thunder show on the fast, flowing course and they weren't disappointed as nine bikes shaped up to do battle at the front.

Pirovano took up the early running followed by Polen, Phillis, Mertens, Falappa, Roche, Slight, Tardozzi and Fogarty. Just a tad further back, Merkel, Amatriain, de Vries, Austrian, Karl Truschees, Crafar and another local rider, Meklau, were contesting 10th place.

Phillis took a brief turn up front before Roche went ahead on the fourth lap. At the same time Slight's clutch packed in. "Shit, I don't believe this," said the exasperated Kiwi. "There are places here where you downshift halfway through corners. It would be so easy to get neutral. I never missed a shift, but I was nearly running into people in corners and I kept losing the drive."

A lap later Crafar was ahead of the 10th placed pack and at last able to cut some clean, fast laps without getting balked in the turns.

Polen made his play at middle distance (nine laps) and almost immediately got the break. The Texan was helped by Mertens when the Total Wanty Ducati sprung an oil leak while in second place. All the riders following him saw the trail of smoke and backed off, unsure where to make a safe pass. Phillis alone lost two seconds in the one lap.

Mertens pulled in after 12 laps with the oil leak after both Falappa and Roche had gestured to him, but the Belgian had been in trouble since the third lap with a burned out clutch.

Polen's lead evaporated when Roche got a good drive out of turn four onto the back stretch. With a clever piece of drafting, he managed to get by the Team Police Ducati going into the Bosch Curve.

On the 14th lap, Phillis moved up to third at the chicane by passing Falappa on the inside going in to dive under the Ducati as they flicked left.

But a lap later, the Frenchman's Ducati hit problems in the Bosch Curve and Polen got badly balked. Polen was clearly annoyed after the race: "He just stopped in the middle of the corner and I nearly ran into him. He had his hand up like he was going to retire," said Polen. "So I went to pass him, then the guy gasses the thing up. He did the same thing in the next corner, and the next one. I don't know why he does things like that. If you got a problem you move over."

By the time Polen had gotten by Roche, who was parked with a blown motor, they had been caught by Falappa and Phillis. The Aussie took the lead two laps from the end at the Hella Licht with the outstanding passing move of the race.

Going in on the brakes, Phillis charged hard under the Ducati and Falappa had to pick up and move over. Despite the stands being full of Ducati banners, the fans went wild. "It's the sort of thing Falappa does all the time," grinned Phillis.

But Falappa repassed Phillis at the top of the course. "He came by me out of control," said Phillis. "Then I tried to get him on the fast kink but he moved across and nearly ran me off the track. I had to back off and that gave him the edge." Falappa had the advantage off the final faster two turns and held on to win the race by 0.2-of-a-second.

While all this was happening up front, Pirovano had dropped off the pace, having lost the tow when Mertens started dropping oil. Further back, Tardozzi and Fogarty had gotten by Slight, who was soldering on with his stricken ZXR.

The local fans were ecstatic when Austrian Karl Truchsees got ahead of the second bunch on the track consisting of Merkel, Crafar and Co., but the Kawasaki rider crashed heavily at the exit of the Hella Licht chicane — on lap 16.

Phillis in turn had to work hard to keep Polen back in third. Polen said, "I planned to get him going into the Bosch Curve of the final turn but both places, Robbie was having trouble getting the drive and was moving about on the race track so I had to back off."

Pirovano finished fourth, and less than a second covered the first four. Pirovano was lapping a second quicker all race than he had managed during his fraught qualifying days. He wasn't happy with the final result but the team was pleased to get a result.

Tardozzi was fifth, just outdrafting Fogarty to the line while Slight was a dejected seventh. Amatriain outdrafted his group for eighth ahead of Merkel and the outstanding Crafar. The young Kiwi said, "I'm really pleased with that. No one passed me in the corners, they all came by on the straights and there was nothing I could do."

Amatriain got the better of the eighth place battle while Merkel finished ninth to score his first World Championship points of the season.

Arnaiz went out after seven laps when an exhaust pipe popped off its retaining springs.

Race two

Mertens, riding his spare bike, got the jump in the second leg which quickly developed into a repeat of the first race — only better! He led the first lap but after that the lead changed hands virtually every turn. On the sixth lap the packed grandstands at the Hella Licht were treated to the sight of three riders — Mertens, Polen, and Falappa — coming in side by side on the brakes.

At the halfway point, Phillis went from fourth to first in one lap with Roche, Polen, Mertens, Slight, Pirovano and Fogarty right on his heels. And behind them was another serious scrap involving Tardozzi, De Vries, Crafar, Meklau, Merkel and Amatriain.

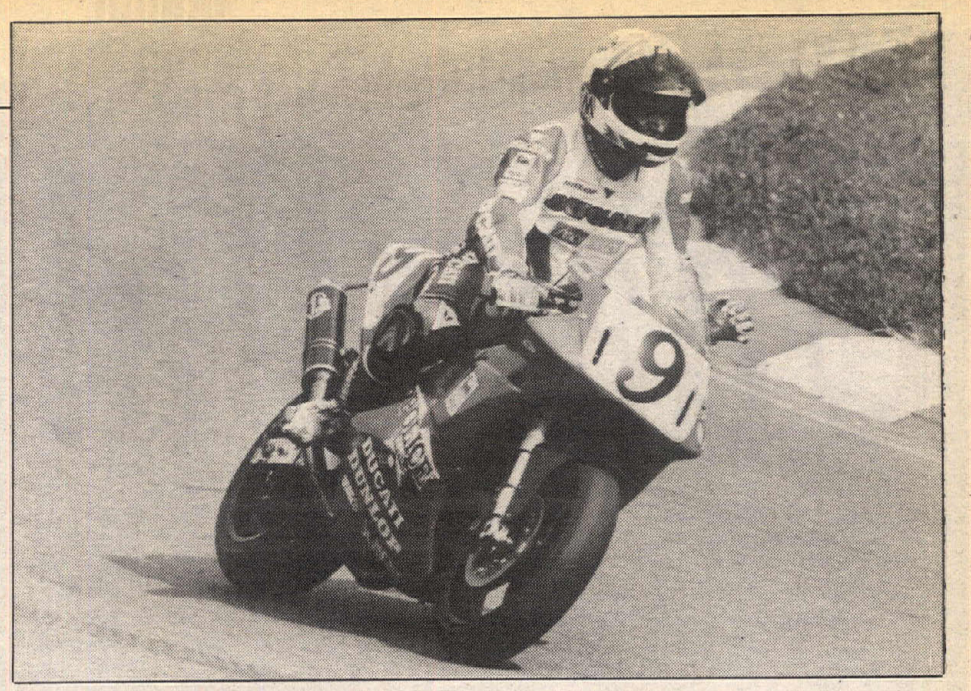
A lap later Roche took over the helm and Phillis was dispatched back to fourth. It was that sort of race. By now, Pirovano and Fogarty, though, were struggling to stay in the draft.

Come lap 12 and Roche looked to have the vital break. There was daylight between wheels for the first time but a couple laps later everyone was back as one — except poor Slight. His motor had blown, just when he was starting to move through the pack.

"I was cruising," said Slight. "I was happy just following everyone in the first few laps. Then I decided I was going to go but just as I made my move the motor quit."

And Polen, too, was struggling. "My engine slowed after 12, maybe 13 laps. It lost some revs off the corners and I had to draft to stay up front. I didn't have enough to stay in front."

On lap 16 Phillis became the first rider to dip into the 50s with a 1:50.707. The only trouble was the entire pack drafted and we now had five bikes together, with Pirovano just a bike's length behind with Fogarty now well back.



It was all Giancarlo Falappa at the Oesterreichring; the Italian won both races.

(From left to right) Rob Phillis, Giancarlo Falappa and Doug Polen on the podium.

"I missed a gear and that was it, I lost the tow," admitted Fogarty. "I could only just hang on anyway. I had to make my time on the brakes and in the corners but on the straights it was hopeless."

Pirovano, although lapping a second a lap quicker again than he had in the first race, told a similar story. "With all the problems this weekend we used a motor with a lot of miles on it and didn't quite have the steam. We changed the gearing by half a tooth to top the rpm by maybe 300 revs to get a couple miles per hour but I still couldn't pass people."

As the leading five started the last lap, Roche led at the chicane but Mertens went by for the lead. Falappa was fifth going into the Hella Licht, but picked off Polen.

In turn four he got by Phillis and Roche then it was all down to the final turn. Anyone could have won, but it was Falappa who came charging past Mertens on the brakes to take the vital last corner and grab his second win of the day.

"In the race I was looking at all the other drivers to see where I could pass," said Falappa. "I was sure I could win on the final lap. It was not so difficult in the final corner to pass Mertens."

Mertens said: "I think it was me and Falappa who were the hardest brakers in the group. If Roche or Polen had been behind me going into the last corner it would not have been a problem. Unfortunately, it was Falappa who suddenly came by me, out of control as usual!"

Falappa's elation at winning two races was tinged by the knowledge he will still suffer on the tighter tracks because of his weak left shoulder. "Sure I am happy to win races but I will only be happy when I can win on all the tracks," he said.

Roche had to be content with third. "When my best engine broke, I had to use a slower engine. I could slipstream but could not pass and when I was in front it was easy for the other riders to overtake me."

Phillis took fourth, ahead of Polen to increase the all important points lead. "I've got an ear-to-ear grin," he said. "I've increased my points lead. That will do me. That was some race though. I like to think that I'm a safe rider but today I threw that out of the door. Maybe I rode too aggressive. You ask Doug (Polen) about my passing out there."

Phillis also hinted Polen was not aggressive enough and the Texan almost agreed. "Lotta bikes out there," he grinned. "You want me to pass on the grass?" CN

Results

RACE 1: 1. Giancarlo Falappa (Duc); 2. Robert Phillis (Kaw); 3. Doug Polen (Duc); 4. Fabrizio Pirovano (Yam); 5. Davide Tardozzi (Duc); 6. Carl Fogarty (Duc);7. Aaron Slight (Kaw); 8. Daniel Amatriain (Duc); 9. Fred Merkel (Yam); 10. Simon Crafar (Hon); 11. Ernst Gschwender (Kaw); 12. Andreas Meklau (Duc); 13. Jeffry De Vries (Yam); 14. Piergiorgio Bontempi (Kaw); 15. Virginio Ferrari (Duc); 16. Jari Suhonen (Yam); 17. Massino Broccoli (Kaw); 18. Christer Lindholm (Yam); 19. Michael Liedl (Kaw); 20. Udo Mark (Yam); 21. Arpad Harmati (Yam); 22. Vittoria Scatola (Kaw); 23. Mauro Lucchiari (Duc); 24. Urs Zwicker (Yam); 25. Kai Uwe Schmid (Kaw); 26. Aldeo Presciutti (Kaw); 27. Anton Berchammer (Yam); 28. Raymond Roche (Duc); 29. Friedrich Graus (Kaw); 30. Karl Truchsess (Kaw).
Time: 33 min., 56.202 sec.
Distance: 18 laps, 65.317 miles.
Average Speed: 115.461 mph.
Margin of Victory: 0.209 sec.

RACE 2: 1. Giancarlo Falappa (Duc); 2. Stephens Mertens (Duc); 3. Raymond Roche (Duc); 4. Robert Phillis (Kaw); 5. Doug Polen (Duc); 6. Fabrizio Pirovano (Yam); 7. Carl Fogarty (Duc); 8. Davide Tardozzi (Duc); 9. Daniel Amatriain (Duc); 10. Fred Merkel (Yam); 11. Simon Crafar (Hon); 12. Jeffry de Vries (Yam); 13. Andreas Mekllau (Duc); 14. Jari Suhonen (Yam); 15. Udo Mark (Yam); 16. Vittoria Scatola (Kaw); 17. Richard Arnaiz (Hon); 18. Michael Liedl (Kaw); 19. Christer Lindholm (Yam); 20. Arpad Harmati (Yam); 21. Aldeo Presciutti (Kaw); 22. Peter Klampfer (Yam); 23. Anton Berghammer (Yam); 24. Kai Uwe Schmid (Kaw); 25. Urs Zwicker (Yam).
Time: 33 min., 51.081 sec.
Distance: 18 laps, 65.317 miles.
Average Speed: 115.762 mph.
Margin of Victory: .141 sec.

WORLD C'SHIP POINT STANDINGS: 1. Rob Phillis (178); 2. Doug Polen (167); 3. Raymond Roche (145); 4. Giancarlo Falappa (141); 5. Fabrizio Pirovano (119); 6. Aaron Slight (116); 7. Stephane Mertens (88); 8. Daniel Amatriaian (85); 9. Scott Russell (83); 10. Carl Fogarty (73).

PREVIEW 15th U.S. 250cc MX Grand Prix

Unadilla!

By Kit Palmer

It's finally here. The race we've all been waiting for - the July 19 U.S. 250cc MX Grand Prix at the Unadilla Valley Sports Center. It's the annual race that pits some of the world's best motocrossers against one another on what many regard as the most physically demanding, technical and just plain best MX track in the world - the ultimate combination.

It all happens July 19 in the rolling countryside of south central New York state. As you drive up to the track on Highway 8, the sight of the nearly black, loamy track, winding up and down the vivid green hills, never fails to amaze those who attend Unadilla year after year.

This year's race is the ninth of 12 stops on the World Championship 250cc MX Series tour.

Spectators will have the opportunity to see the lush farmland be transformed into the GP race course in Saturday's free practice sessions.

Unadilla usually hosts two events a year - the GP and an AMA 125/500cc National Championship MX round later in the year, but in 1992, the U.S. 250cc MX Grand Prix will be the only event held there.

Spectators arriving early on Saturday, however, may have trouble determining which way the course actually goes. The only thing marking the course in the tall grass is a low marking ribbon, and the track doesn't take shape until several riders have turned a few laps.

The first of two, 50-minute long sessions get underway at 11:00 a.m. on Saturday. In between those sessions will be a 30-minute session for the 125cc Support class. Upon completion of the last practice session, will be the first of two qualifying sessions, where the riders are timed to determine starting positions and weed the field down to 40 riders for Sunday's GP. Each rider must complete a minimum of five laps and each lap is timed. Each rider gets to pick his place on the starting gate for all three of the 20-minute plus-two-lap motos, according to his practice time, with the fastest getting the first pick and so on down the line.

On the day of the GP, the riders will get another hour of free practice in two 30-minute sessions, beginning at 9:30 a.m. At 11:00 a.m. a single one-hour practice session for the 125cc class will be held.

An hour before the first moto opening ceremonies will begin, during which the National Anthems of all the participating riders' countries are played. Occasionally the riders will come out for pre-race interviews with announcer Larry Maiers, who often enjoys a friendly rapport with the crowd. Maiers is a master at keeping spectators informed about all the who, what, when, where, of motocross racing on race day and is also well known for his tongue-in-cheek comments over Unadilla's public address system.

Not only do the racers put on a show at Unadilla but so do the fans themselves. When there's a break in the day's schedule, spectators usually have no problem keeping themselves entertained. Perhaps the favorite among the fans are the friendly hillside debates, as they chant, "The other side sucks." The loudest side wins. There's definitely a carnival-like atmosphere at Unadilla.

Unfortunately, a few unruly fans in the past have forced Unadilla owner Ward Robinson to institute several restrictions to help make the U.S. 250cc GP more enjoyable for everyone. No glass containers can be brought into the facility, and alcohol is strictly prohibited, as well as fireworks. There will be one designated beer stand at the track, and it will only be open for a limited time on race day. So that everyone can get a good view, no scaffoldings are allowed.

Perhaps the biggest restriction Robinson had been forced to impose is the elimination of camping in the fields just across the road from the track. However, there are several campgrounds in the vicinity. For information, call Central Leatherstocking Country, the local tourism agency, at 800/233-8778, or 315/866-1500.

The best way to enjoy the race is to make a long weekend out of it. There are many quaint towns in the vicinity worth checking out. Baseball fans heading to Unadilla, should cruise over to nearby Cooperstown and tour the National Baseball Museum and Hall of Fame. There's also a scenic lake in Cooperstown with a few restaurants on the water's edge. It's a great place to relax and soak up the sights before the excitement and revved up motors on race day. There's also the Soccer Hall of Fame at Oneonta, and the Boxing Hall of Fame at Canastota.

If you can make it to Unadilla on Friday, it might be worth your time to hang out at the Holiday Inn Utica, on Burrstone Road in nearby Utica. The hotel has been designated as the race headquarters, so the riders and mechanics can often been seen hanging out as they register in for their credentials. It's a good time to acquire autographs.

As far as money, a full weekend ticket purchased at the gate will cost $30 ($28 in advance). A Sunday-only ticket is $26 and children 12 years of age and under will be admitted free, as long as they are accompanied by an adult. The gates will open Saturday at 7:00 a.m. Be sure to bring a little extra cash, since there will be many vendors scattered around the track selling race T-shirts and many other neat motocross goodies.

On race day, there will be many riders worth keeping an eye on, especially Team Honda's Jeff Stanton, who has won at Unadilla the last two years in a row. Stanton, who hails from Sherwood, Michigan, will be seeking his third-straight victory at Unadilla, which will surpass Rick Johnson's (1988, '89) and Kent Howerton's ('79, '80) back-to-back wins there. No one has ever won at Unadilla three times in a row, or three times at all, for that matter. (Johnson also won the U.S. 250cc GP in 1987, but that year the race was held in Hollister, California).

Stanton, however, won't be racing for points at Unadilla, since this will be his, as well as many other American riders, only GP appearance of the year. Stanton's main concern is the Camel Supercross, and 250 and 500cc AMA National MX Series, which leaves him no time to travel abroad.

Other riders to watch are Yamaha's Damon Bradshaw, who will be competing in his first Unadilla GP, and Kawasaki's Mike Kiedrowski, the two-time 125cc National Champion who is currently second in the National Championship 250cc MX Series.

While the Unadilla GP might be just an "exhibition" race to Stanton, Bradshaw and Kiedrowski, it means everything to the GP regulars, such as Donny Schmit, Trampas Parker and Bobby Moore, who are all currently among the top five in the World Championship 250cc MX Series point standings.

Schmit, who grew up in Minnesota and was once a factory-backed Suzuki rider in the U.S., is leading the 250cc GP points chase over defending champ Trampas Parker, who hails from Louisiana, by just a few points. Both Schmit and Parker are former 125cc MX World Champions but have since moved up to what many now consider as the premier class in World Championship motocross - the 250s.

A native Californian, Bobby Moore has been racing in Europe for most of his career, mostly in the 125cc class, and is having perhaps his best year ever. Moore is currently fourth in the series point standings with one GP victory thus far. Schmit has two wins. Third in points is Italian Alessandro Puzar and fourth is Moore.

Schmit and Moore are teammates on the Chesterfield Yamaha Team, headed by former GP racer, Michele Rinaldi.

Other American regulars on the GP circuit to watch out for at Unadilla are two-time 125cc National MX Champion Micky Dymond, Bader Manneh, Mike Healey and possibly Rick Ryan. Injuries early in the season slowed Dymond's progress, while inconsistentcy has hurt Manneh. Healey has a few good motos under his kidney belt, while Ryan is still looking for a top five finish.

Of course there are the Europeans. Most notably Alessandro Puzar, the 1990 250cc MX World Champion from Italy. Puzar, in fact, clinched the championship at Unadilla in 1990, but has, more or less, struggled ever since.

The rider who many predicted would win this year's World Championship 250cc MX Series title will unfortunately not be present at Unadilla. Stefan Everts, the 1991 125cc MX World Champion, crashed at the June 19 German GP and sustained serious internal injuries that will keep him sidelined for the rest of the season. The Belgian, who rides on the Bieffe Suzuki team, had hoped to clinch the title this year and then compete in the U.S. in 1993. He will now, most likely, compete

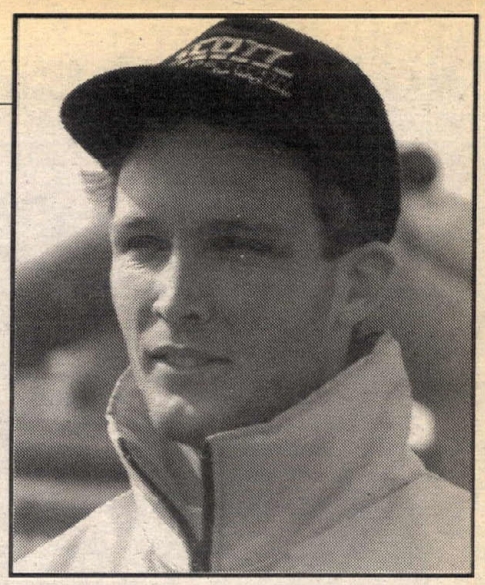
Team Honda's Jeff Stanton will be seeking his third-consecutive U.S. 250cc MX GP win at Unadilla.

250cc Motocross World Championship Entry List and Racing Numbers

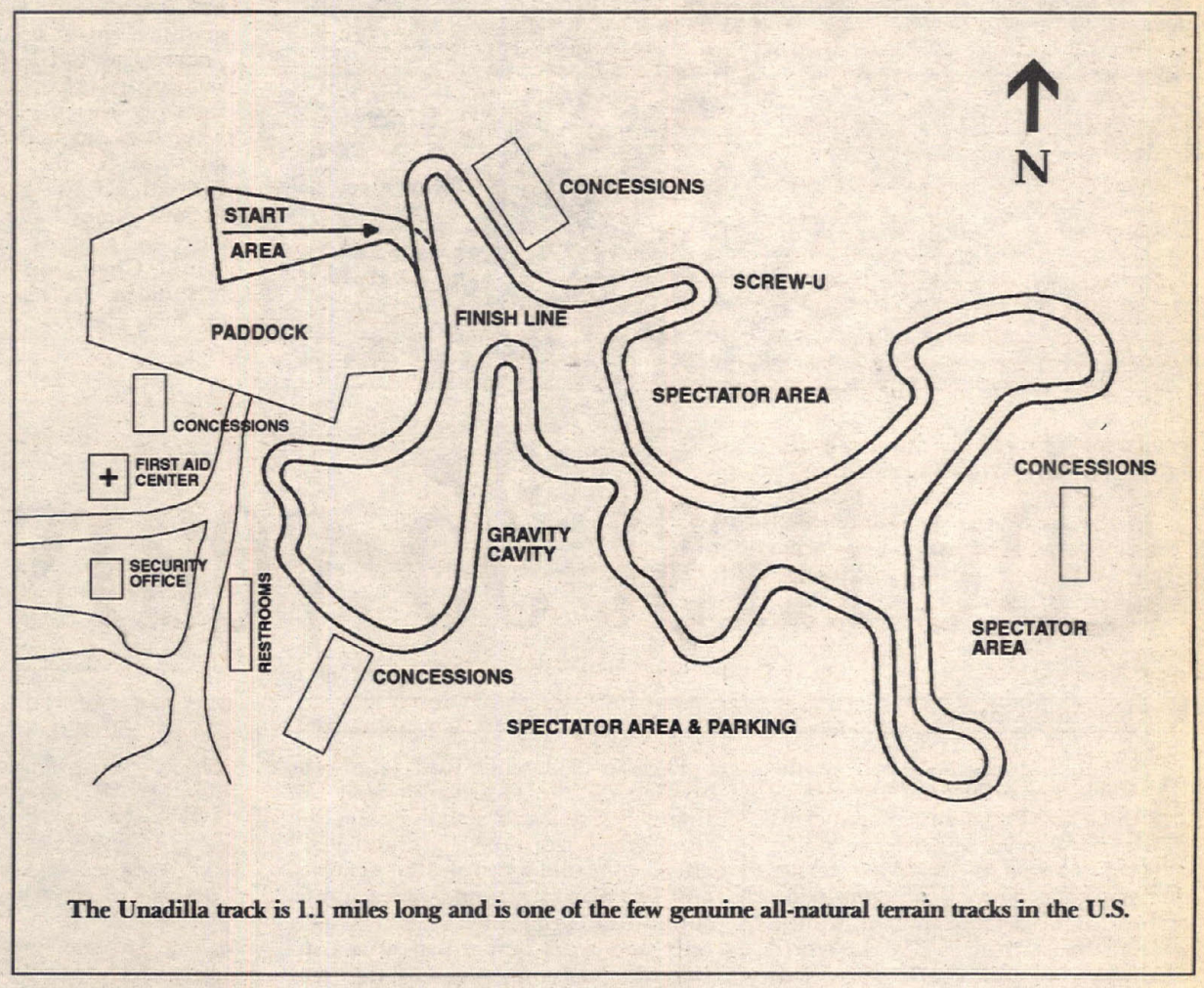
1	Trampas Parker	USA	Hon
2	Mike Healey	USA	Suz
3	Alessandro Puzar	Italy	Yam
4	Peter Johansson	Sweden	Yam
5	Marnicq Bervoets	Belgium	Yam
6	Pekka Vehkonen	Finland	Yam
8	Edwin Evertsen	Netherlands	Kaw
10	Michele Fanton	Italy	Hon
12	Axel Holvoet	Belgium	Kaw
14	Gert-Jan Van Doorn	Netherlands	Kaw
17	Micky Dymond	USA	Hon
18	Bader Manneh	Italy	Hon
19	Robert Herring	England	Hon
20	Yanning Kervella	France	Kaw
23	James Dobb	England	Kaw
24	Yann Guedard	France	Kaw
26	Werner DeWitt	Belgium	Kaw
28	Massimiliano Gazzarata	Italy	Suz
29	Peter Iven	Belgium	Kaw
43	Kurt McMillen	USA	Suz
59	Mark Eastwood	England	Suz
60	Alwin Van Asten	Netherlands	Kaw
62	Jerome Belval	France	
64	Giles Egman	France	
66	Juan Navarro Zurita	Spain	Kaw
68	Michel Michaux	Belgium	Hon
69	Jaimy Scevenels	Belgium	Hon
70	Fabien Van Keerberghen	Belgium	Hon
71	Gary Michael	Canada	Suz
72	Michael Harnden	Canada	KTM
73	Paul Kingsley	Canada	KTM
74	Fred Andrews	USA	Yam
76	Mike Kiedrowski	USA	Kaw
78	Michael Jones	USA	Suz
81	Bobby Moore	USA	Yam
83	Dag Boyesen	USA	Kaw
92	Doug Dubach	USA	Yam
93	Damon Bradshaw	USA	Yam
98	Paul Malin	England	Kaw

Former Winners

Year	Winner	Machine
1978	Marty Tripes, USA	Honda
1979	Kent Howerton, USA	Suzuki
1980	Kent Howerton, USA	Suzuki
1981	Neil Hudson, GB	Yamaha
1982	Kees Van der Ven, Holland	KTM
1983	David Bailey, USA	Honda
1984	Ron Lechien, USA	Honda
1985	Johnny O'Mara, USA	Honda
1986	Bob Hannah, USA	Suzuki
1987	Rick Johnson, USA (Hollister, CA)	Honda
1988	Rick Johnson, USA	Honda
1989	Rick Johnson, USA	Honda
1990	Jeff Stanton, USA	Honda
1991	Jeff Stanton, USA	Honda



Trampas Parker.



The Unadilla track is 1.1 miles long and is one of the few genuine all-natural terrain tracks in the U.S.

Donny Schmit, who hails from Minnesota, is leading the World Championship 250cc MX Series points chase going into Unadilla.

at least another year in Europe before heading stateside.

Don't look for former 125 and 250cc World Champion Jean-Michel Bayle, either. The Frenchman competed in and won the opening round of the 500cc GP Series in San Bernardino, California, last April. Since the rules state that a rider can't compete in more than one class in GP competition in the same year, Bayle won't be on this year's Unadilla entry list.

Other European riders to keep an eye on are Finland's Pekka Vehkonen, Sweden's Peter Johansson, Belgium's Marnique Bervoets and Holland's Gert Jan van Doorn.

Many top American riders who did not compete at Glen Helen will be tearing up the hilly Unadilla course, as well, including the very popular and wild "Guy" of motocross, Suzuki's Guy Cooper of Stillwater, Oklahoma, and Mike LaRocco, the quiet but fast, Team Kawasaki rider from South Bend, Indiana. Both riders will compete in the 125cc Support race. LaRocco is currently leading the AMA National Championship 125cc MX Series point standings and looks to be headed to another title.

Although any of the top GP regulars can pull off the win at Unadilla this year, they will first have to deal with American's Jeff Stanton and Damon Bradshaw. But as any motocrosser will tell you, anything can happen and, most likely, will. Just ask former multi-time National and Supercross Champion Bob Hannah, who once was leading the U.S. 250cc GP at Unadilla but ran out of gas. Two years later, the same thing happened to Supercross and 125cc National MX Champion Johnny O'Mara on the last lap and Hannah ended up winning that year. Or Brian Myerscough, who once was also leading the U.S. 250cc GP and had victory in sight before the rugged Unadilla track got the best of him, and he physically ran out of steam.

That's Unadilla for ya. Enjoy! CN

Race Schedule
(times may vary)

Saturday, July 18

Registration and Tech Inspection	7:30 a.m. to 10:00 a.m.
Riders Meeting	10:30 a.m.
250cc Free practice Group A	11:00 a.m. to 11:50 a.m.
250cc Free practice Group B	12:00 Noon to 12:50 p.m.
125cc Practice	12:55 p.m. to 1:25 p.m.
250cc Free practice Group A	1:30 p.m. to 2:10 p.m.
250cc Free practice Group B	2:20 p.m. to 3:00 p.m.
250cc Qualifying practice Group A	3:20 p.m. to 4:10 p.m.
250cc Qualifying practice Group B	4:30 p.m. to 5:20 p.m.
125cc Practice	5:30 p.m. to 6:00 p.m.

Sunday, July 19

250cc Free practice	9:30 a.m. to 10:00 a.m.
250cc Free practice	10:30 a.m. to 11:00 a.m.
125cc Practice	11:00 a.m. to 12:00 Noon
250cc Moto one (25 minutes plus 2 laps)	1:00 p.m.
125cc Moto one (30 minutes plus 2 laps)	1:30 p.m. to 2:10 p.m.
250cc Moto two	2:45 p.m.
125cc Moto two	3:15 p.m. to 3:50 p.m.
250cc Moto three	4:30 p.m.
Award ceremonies	5:15 p.m.

Tickets

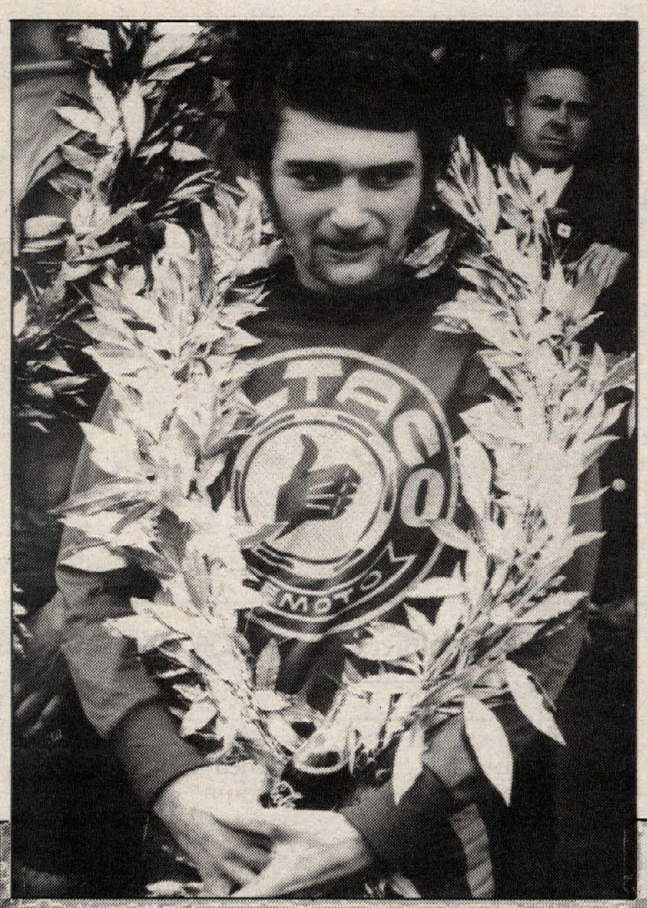
Full weekend	$30 (rain or shine)
Sunday only (no sellouts)	$26
Children 12 and under when accompanied by an adult	Free
Ticket information	607/965-8784

Parking Free
No camping
Additional information 800/233-8778, or 315/866-1500

Parker and last year's winner Stanton.

MOTOCROSS 250cc MX Grand Prix history

(Left) The 250cc class has evolved into what many regard to be the premier class in GP MX racing. (Right) Jim Pomeroy was the first American to win a motocross GP, the 250cc Belgian GP in 1975. (Below) Danny LaPorte gave the U.S. its first World Championship MX title in 1982, also in the 250cc class.



The first 35 years

By Alex Hodgkinson

Although many still believe the 500cc class is the prestige category of Grand Prix motocross after its 40 illustrious years of existence which were summarized in *Cycle News* earlier this year, the motocross commission of the FIM has decided in their infinite wisdom that starting in 1993 the World Championship 250cc MX Series will be officially deemed the "premier" class of competition.

Already this year the Japanese manufacturers have switched their major attention to the 250s, and with the upcoming Unadilla Grand Prix in mind, we now present a statistical survey of the class to date.

The statistics in this story are complete up to and including the Italian GP in May, the fourth round of the 1992 World Championship. Since then the GPs of England, Ireland and Venezuela will have been run before the teams travel to New York State for the 435th FIM World Championship MX event for machines between 176 and 250cc.

The first such race was held at the Bout du Monde circuit in the suburbs of Geneva, Switzerland, on May 5, 1957. It was in fact the support race to the first-ever "World" Championship 500cc GP and the race for "Petite Cylindres" (little cylinders) was not even designated as being of "European Championship" status, having the title of "Silver Medal of the FIM" in it's first year of competition.

That first 250cc title went to Fritz Betzlbacher of Germany on the factory Maico after nine rounds in seven different European countries, and the following year's competition, won by the Czech Jaromir Cizek on a Jawa, was upgraded to the title of "Coupe d' Europe" as seven of the 12 rounds continued to be run in the support program of the 500cc GPs.

Even in 1959, when Rolf Tibblin of Sweden on the Husqvarna won the first 250cc series to actually carry the title of "European championship" after a 13-round schedule, the Austrian and Luxembourg rounds were run as support races, but the category, which only two years before had been considered a joke compared with the "real machines" of the 500cc class, was now in a position to stand on its own two feet. Never again would the 250s be included as a sideshow at a 500cc GP!

The first "World" championship was run in 1962 as Torsten Hallman reversed the trend of the first half of the season to defeat the BSAs of Jeff Smith and Arthur Lampkin which were to represent the final four-stroke challenge in the category. In one of those wonderful "if only" hypotheses, however, one has to wonder what would have happened if Dave Bickers and Greeves, the 1960/61 championship-winning partnership, had not boycotted the series as a protest against the lamentably low travel allowance and prize money; in his one appearance of 1962 at the British GP Bickers had delivered a devastating defeat to Hallman in both motos.

18 riders from 7 countries (including Poland!) shared the 58 victories in the pre-"World" status events which, in the absence of any other major championship for the category, are considered in this review to be of equal distinction: in fact, more manufacturers contested those early events than have ever lined up since 1962.

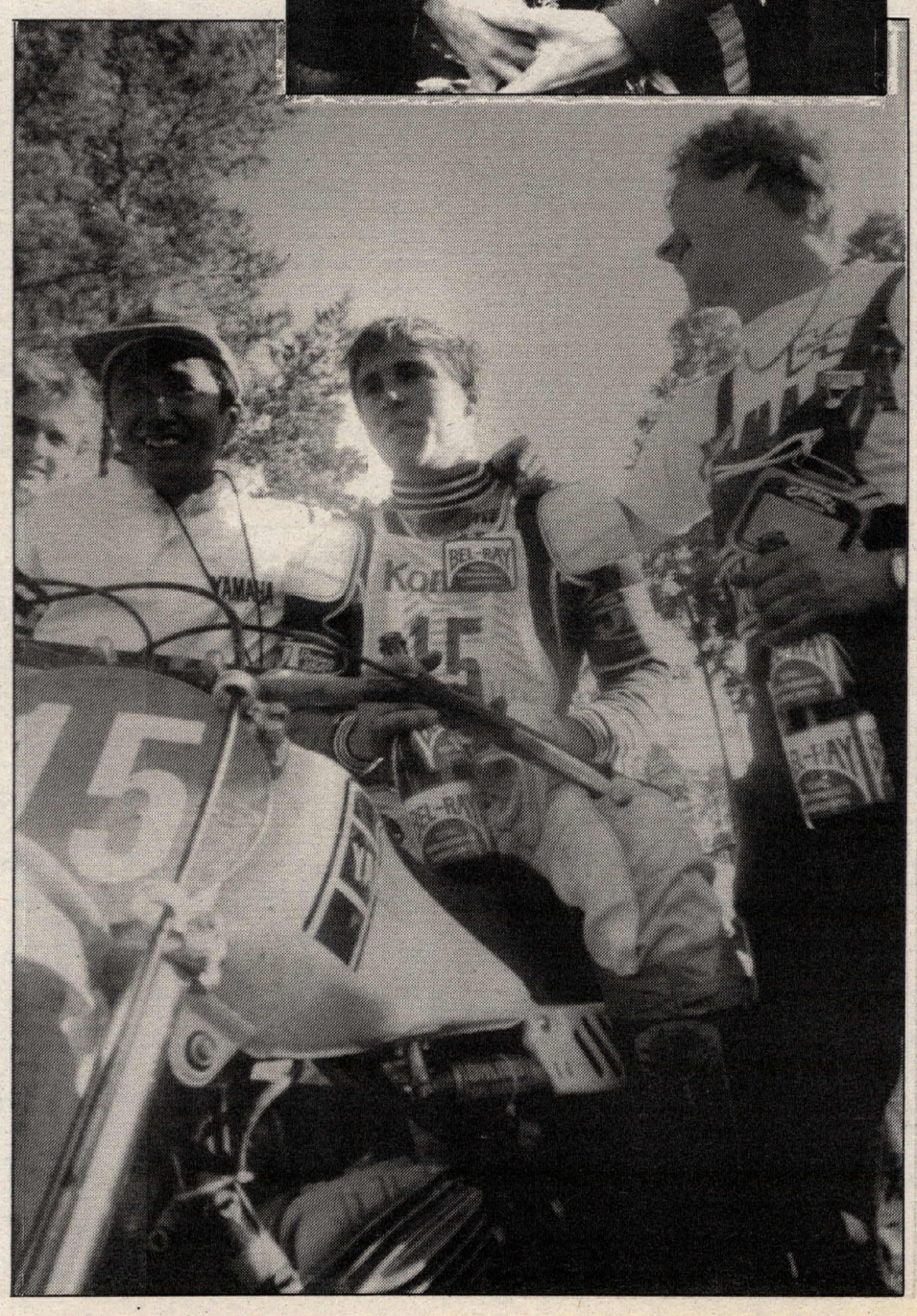
When Donny Schmit won this year's Italian GP, just two days short of 35 years after that first event in Geneva, he became the 97th man, and 16th American, to enter the record books as a 250cc MX GP winner.

This review is concerned with the absolute heights of excellence in that period, and there can be no doubt that we must first consider the records of Joel Robert.

The six-time World Champion stands alone in the table of GP winners, his 50 trophies coming over a nine-year period in which he never completed a season with less than three victories.

The world was very different in the '60s and early '70s, and so were the requirements of a motocross World Champion. There were no thoughts of riding consistently for points, it was win or bust with the title to be decided by the seven best overall performances of the season.

Between his first GP win on a CZ in the suburbs of Brussels on the last Sunday of April 1964 and his final success at Kishiney in Moldavia on June 18, 1972 on the works Suzuki, Robert contested 109 GPs. He won 50 of them, was second in 21 and third in two. He DNF at least one moto of all but four of the rest! Not that the bike always quit on him completely, for the extrovert Belgian once



pulled out of a GP where he considered his CZ to be too slow and demolished it with a hammer in front of his adoring fans!

Robert was a phenomenon. At the time of his retirement from the sport in the mid-70s, there had been 250cc GPs in 17 different countries and he had won in each and every one of them.

Those who remember his dominance in the U.S. tours of the late '60s would be in no doubt that he would have added the U.S.A. to his list if there had been an American GP prior to 1978.

The table of GP winners tells its own story of the man who came closest to Robert in the "most wins" stakes, so let us look at the other claims to fame in more detail.

Just four other riders have won 250cc GPs in 10 or more countries — Hallman in 15, Guennady Moiseev and Georges Jobe in 11 each and Sylvain Geboers in 10. The only riders of the present generation to get close are Pekka Vehkonen with 9 and Alessandro Puzar with 8.

Jobe registered three wins in both France and Switzerland before he moved to the 500s, and that record has been equalled by Bickers (England), Vlastimil Valek (Czechoslovakia), Geboers (Holland) and Jacky Vimond (Switzerland).

Hallman also made that figure in Finland and Russia as well as bettering it in France (4), Italy (5) and his Swedish homeland (6). That latter figure was not even achieved by Robert who registered three wins in Russia, Spain and Austria, four in France, Holland, Yugoslavia, Germany and Switzerland, as well as five in Poland and England.

Sylvian Geboers, fifth on the all-time win list, scored 14 250cc GP victories but never a World Championship title.

Hallman's six wins on five different tracks in his homeland came in just seven years between 1962 and 1968; his one defeat came in 1964 when he finished second to Robert at Hedemora. He also registered hat-tricks in France and Italy between 1962-64.

Holland (1966-68), France (1967-69) and Spain (1969-71) provided three-in-a-row for Robert, while he won in four successive years in Poland (1966-1969) and Yugoslavia (1969-72).

Incidentally, Joel defied superstition with those Spanish wins; no one had previously won the traditional series opener and the title in the same year!

Even then he lost the lead at some stage of the season and indeed only three riders have ever led a 250cc MX GP series throughout — Mikkola in 1976, Jobe in 1983 and Puzar in 1990.

Switzerland in the first half of the '80s was the domain of Jobe and Vimond. Each won their final three 250cc GPs there before switching to the 500cc class in 1984 and 1987, respectively.

Hat-tricks irrespective of country have been more common place as riders hit a purple patch when they can do no wrong.

Three-in-a-row have been registered by Cizek ('58 to '59), Hallman ('63), Valek ('63), Robert ('68 and '71), Carlqvist ('79) and Vimond ('86), while there have been equally as many riders who have gone one better with four on the trot — Cizek again in 1958, Bickers with two each at the end of 1960 and the start of 61, Robert on two occasions in 1964 and again in 1972, Jobe in 1983, and Puzar in 1990, while Danny LaPorte registered his first four wins in successive GPs on his way to the title in 1982. Those victories came in France, England, Holland and Russia.

The record of five is shared by three champions — Tibblin took the last five GPs of 1959, Hallman in 1963 and Robert (1968-69).

Hakan Andersson (1973) and Neil Hudson (1979) each finished three GPs in a row as the best series contender but on each occasion they lost the Belgian GP to guest riders, namely Roger DeCoster and Harry Everts.

Truly impressive records with a slight hiccup in the middle have been the province of Robert who won 8 out of 10 in 1964, six out of eight in 1971, and six out of seven during his final championship-winning season, while Puzar, having quit the 125s with a win, not only won his first four 250s but also his sixth and seventh. The fifth GP of the year in Yugoslavia had been red-flagged as he held the lead because of an injury to Dave Strijbos; the overall was awarded on the first moto — to the hospitalized Dutchman!

The most dominant figure of all-time in the 250cc GPs however was Hallman during the second half of 1962 and first half of 1963; during this period he won 13 GPs out of 16, finished second in two more and third despite a flat tire in another.

That record of successive top three finishes has never been approached, though Robert made it to 10 in 1964 and Sylvain Geboers to nine in 1969. During their titanic struggles for spremacy in 1982 and '83, LaPorte made first three in 10 successive GPs, while Jobe did it in nine.

For most wins in a season Robert and Hallman have no master. Hallman equalled the previous seven win record of Cizek (1958) on the way to the 1962 title, beat that figure by one the following year, and saw Robert equal his figure in both 1964 and 1971.

Vimond (1986) and Puzar (1990) each won seven on their way to the title, while six-win champions have been Tibblin (1959), Bickers (1961), Robert (1968-69-73), Moiseev (1977), Carlqvist (1979), Jobe (1981-83) and Jean-Michel Bayle (1989).

Last year, Trampas Parker became champion with just two overall victories (Austria and Italy), a figure which equalled the achievements of Jon Van den Berk (1988), Moiseev

The winningest riders in 250cc MX GPs/1957 - May 1992

		1st	2nd	3rd
Joel Robert	Belgium	50	24	2
Torsten Hallman	Sweden	37	22	16
Georges Jobe	Belgium	18	9	5
Dave Bickers	England	16	5	13
Sylvain Geboers	Belgium	14	9	10
Guennady Moiseev	Russia	14	8	12
Jaromir Cizek	Czechoslovakia	13	4	6
Pekka Vehkonen	Finland	12	5	9
Jacky Vimond	France	12	2	3
Torleif Hansen	Sweden	11	7	3
Hakan Andersson	Sweden	10	9	9
Alessandro Puzar	Italy	10	2	3
Harry Everts	Belgium	9	9	3
Victor Arbekov	Russia	9	8	4
Kees Van der Ven	Holland	9	5	9
Jeff Smith	England	7	12	4
Heikki Mikkola	Finland	7	8	4
Neil Hudson	England	7	7	5
Hakan Carlqvist	Sweden	7	2	3
Rolf Tibblin	Sweden	7	2	1
Arthur Lampkin	England	6	11	4
Vladimir Kavinov	Russia	6	9	9
Vlastimil Valek	Czechoslovakia	6	7	8
Danny LaPorte	USA	6	2	7
Heinz Kinigadner	Austria	6	2	4
Jean-Michel Bayle	France	6	2	
Jeremy Whatley	England	5	6	1
Gert Jan Van Doorn	Holland	5	3	8
Eric Geboers	Belgium	5	3	1
Adolf Weil	Germany	4	6	4
Fritz Betzlbacher	Germany	4	4	5
Jaroslav Falta	Czechoslovakia	4	4	3
Trampas Parker	USA	4	2	2
Brian Stonebridge	England	3	4	
Michele Fanton	Italy	3	2	8
Rick Johnson	USA	3	1	
Jeff Stanton	USA	3		
Olle Pettersson	Sweden	2	15	4
John Van den Berk	Holland	2	6	4
Rob Herring	England	2	5	3
Stig Rickardsson	Sweden	2	4	3
Petr Dobry	Czechoslovakia	2	3	1
Roland Diepold	Germany	2	2	2
Willi Oesterle	Germany	2	2	1
Miloslav Soucek	Czechoslovakia	2	2	1
Raymond Boven	Belgium	2	1	2
Andre Malherbe	Belgium	2	1	2
Kalevi Vehkonen	Finland	2	1	2
Zdenek Velky	Czechoslovakia	2		2
Kent Howerton	USA	2		
Evgenij Rybalchenko	Russia	2		
Rolf Dieffenbach	Germany	1½	5	3½
Fritz Kobele	Germany	1½	½	

MOTOCROSS 250cc MX Grand Prix history

(1974), while the Russian actually needed just one overall victory to clinch his final title in 1978.

In that same season Torleif Hansen won five GPs but failed to finish the other seven!

The only other rider to have won more GPs than the champion in any particular season was Pekka Vehkonen in 1988 when he won three GPs on the way to the second of his four successive FIM silver medals.

The honor of being the youngest-ever 250cc MX GP winner falls to Ron Lechien, who was just 17 when he won at Unadilla in 1984. The fact that FIM rules state a rider must be at least 18 years of age before they are allowed to contest a 250cc GP appears to have been lost on the AMA!

The youngest "legal" winner in the class is therefore Rob Herring, who was 18 when he raced to victory in both motos of the 1987 Yugoslav GP.

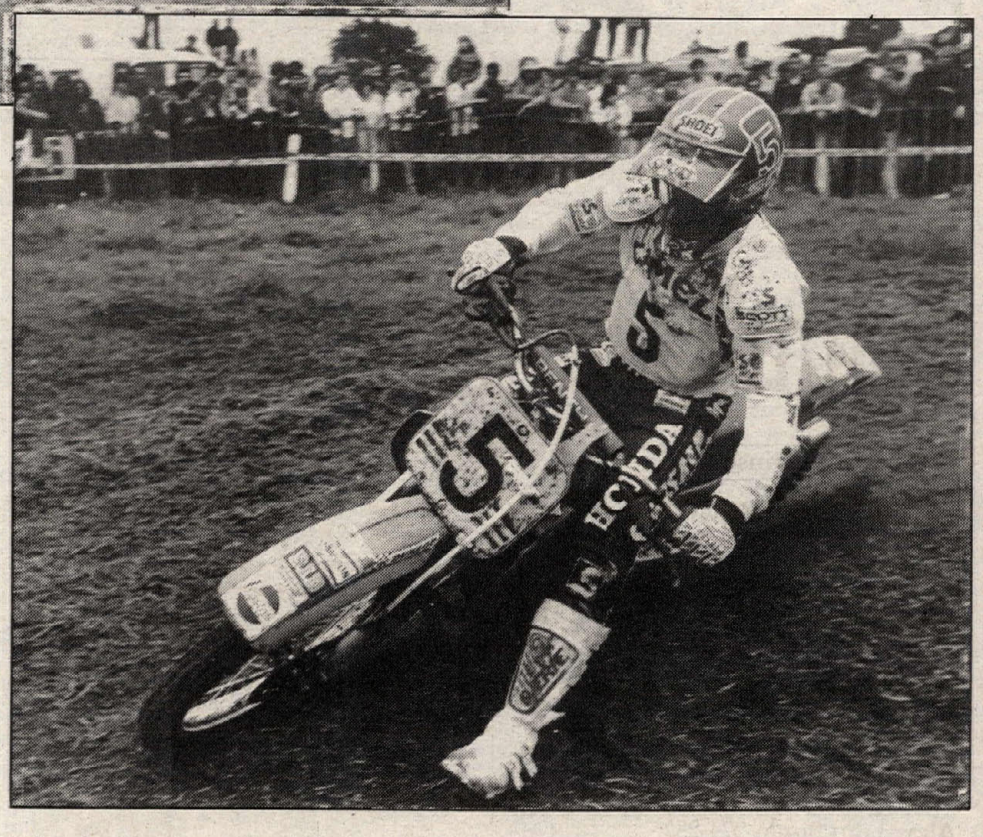
Through absolutely no fault of their own, Americans seem to have a habit of getting themselves in no-win situations in the 250cc World Championships.

No matter how much some people want to believe that Jim Pomeroy won the Spanish GP, his very first World Championship event, in April 1973, they are wrong!

Jim was top points scorer on his Bultaco and led the championship as this was the first round of the series, but his first and third placings were not enough to clinch the overall. Hans Maisch of Germany had finished runner-up in both races and right up to 1983 the official method of deciding the overall GP winner was by the addition of placings, not points, with the time factor to decide any tie. Jim's time for the two races was 92 minutes and 53 seconds. Maisch completed the two races seven seconds faster!

The AMA knew this rule in 1978 when Unadilla hosted its first GP. Jim Ellis went 1-3 for 25 points that day, but Marty Tripes won the GP with 2-2 moto finishes.

And the Spanish were well aware of the rules also, both in 1973 and again seven years later as Germans Rolf Dieffenbach and Fritz Kobele staged the only tie in the history of the 250cc championships. Dieffenbach finished 1-3, Kobele 2-2 and their race times were identical to a hundredth of a second. I checked the results out with Dieffenbach, a stocky man by any standards, a few years ago and he confirmed the result: "They told us both to stand at the top of the rostrum with the second place left bare. It was quite a squeeze to stand up there, each of us with a trophy and a laurel wreath, but at least they only had to play one national anthem!"



(Above) Harry Everts won the 250cc title in 1975, riding a twin-carb Puch. (Right) Georges Jobe is the only rider to have won World Championship titles in all three classes.

Other occasions when the highest points scorer didn't win were the Swedish GP of 1974 (Hansen 1-3 lost to Anderson 2-2), Yugoslavia 1975 (Everts 7-1 lost to Rybalchenko 5-2) and Austria 1977 and Finland 1982.

In Austria, Kavinov scored 19 points from 7-1 motos but was beaten into third overall by Malherbe 4-3 and Suzuki 5-2, while in Finland they made the same mistake as the organizers of the British 500cc GP last year and actually gave the cup to Van der Ven (3-1), announced LaPorte (1-3) as second and demoted Jobe, who had the fastest race time from his 2-2 motos and thus won the race according to the rules, to third! These records correct that mistake.

Consolation for Pomeroy must surely come, however, with his win at the Belgian GP of 1975. He was thus the first American ever to win a motocross GP, but was never to repeat the feat.

Indeed only LaPorte, Mike Guerra (Spain 1982), and Donnie Hansen (Sweden 1982 just days before the practice crash which ended his career) were to score victories in Europe before the current crop of Americans hit the GP trail and wins have gone to Trampas Parker, Mike Healey and Donny Schmit. Broc Glover, Bader Manneh and Bob Moore have made the podium in Europe.

Not all of the remaining wins have been in the U.S., however, for Rodney Smith clinched the Argentine GP in 1987 and last August Jeff Stanton added the very first Japanese 250cc MX GP to his two Unadilla wins.

In the nationality stakes, Belgium tops the win list with 109 GP victories registered by 16 riders, while another six have made the podium at some time in their career.

Sweden's 80 wins have been accumulated by 11 riders though a further 14 have been placed at some time, while eight British riders have accounted for 47 victories.

America — with 29 wins from 16 riders and a further 12 who have made the podium — are sixth in the nationality stakes behind Russia and Czechoslovakia who each have 32 wins from five and nine riders, respectively, but little prospect of adding to those tallys in the next few years.

Next along are Finland 22 (4), France 19 (3), German 19 (10), Italy 18 (7) and Holland 17 (4) while Heinz Kinigadner scored all six wins for Austria, Paul Friedrichs registered the sole DDR win, and that Polish winner in 1958 was one Roman Zurawiecki.

Dimitar Rangelov, Torao Suzuki, Jan Kristoffersen, Soren Mortensen and Ross Pederson have ensured that Bulgaria, Japan, Norway, Denmark and Canada have at least been represented on the podium at some time.

At the time of compiling these statistics, Husqvarna was still the most successful manufacturer in the 250cc GPs with 71 wins between 1958 and the 1984 Yugoslavian win of Jo Martens, and CZ has no immediate hopes of improving their current score of 68.

When Stefan Everts won the Dutch GP in April, however, he gave Suzuki their 69th win in the class and it must only be a matter of time before they equal and then beat the Husqvarna record.

Yamaha is next in line with Schmit's Italian win bringing their total to 49, while Parker's success in Switzerland was win number 33 for Honda.

In total, 19 different manufacturers have been winners in quarter-liter motocross. For the record, those not already mentioned are KTM 36, Maico 21, Greeves 19, Jawa 14, BSA 14, Kawasaki 13, Cagiva 9, Puch 7, Bianchi 2, Eso 2, Bultaco 2, NSU 1, Montesa 1 and Cagiva 1. CN

Other North Americans to have finished Top Three

		1st	2nd	3rd
Jim Pomeroy	USA	1	4	3
Rodney Smith	USA	1	3	4
Mike Healey	USA	1	1	2
Mike Guerra	USA	1		2
Johnny O'Mara	USA	1		1
David Bailey	USA	1		
Donnie Hansen	USA	1		
Ron Lechien	USA	1		
Donny Schmit	USA	1		
Marty Tripes	USA	1		
Bader Manneh	USA		2	
Jimmy Ellis	USA		1	
Broc Glover	USA		1	
Mike LaRocco	USA		1	
Billy Liles	USA		1	
Bob Moore	USA		1	
Rick Ryan	USA		1	
Steve Wise	USA		1	
Mark Barnett	USA			1
Micky Dymond	USA			1
Erik Kehoe	USA			1
Bryan Myerscough	USA			1
Ross Pederson	Canada			1
Darrell Shultz	USA			1

American Donny Schmit blasted his Team Rinaldi Yamaha to 1-1-5 finishes to earn the overall win in Ireland, and continues to lead the series points standings.

Schmit shines in Ireland

By Alex Hodgkinson

KILLINCHY, IRELAND, JUNE 27

American Donny Schmit won his third 250cc MXGP of the season on the hard-packed and rock-laden Killinchy course in Northern Ireland. The Minnesotan blistered to the first two moto wins, and rode to a steady fifth in the final moto to clinch the overall win and lead the Rinaldi Yamaha team sweep of the top three positions. Schmit's win extended his series points lead to 37, as he leads Alessandro Puzar, 274-237.

Former 250cc World Motocross Champion Puzar and American Bobby Moore finished second and third, respectively, aboard the two other Rinaldi Yamahas.

Schmit holeshot the first moto ahead of Bader Manneh, Puzar and Paul Cooper. Throughout the moto, Schmit was never headed, and finished with a comfortable margin over Kawasaki's Jamie Dobb. Though he led wire-to-wire, Schmit was unhappy with the way he rode.

"I was lucky. I got the holeshot and had a clear track all race," said Schmit. "I was fighting the bike, and Dobb got close at the finish. I couldn't push any harder."

Dobb had started fifth, but edged past Paul Cooper on lap two and snuck past Puzar at the halfway point. Manneh crashed out a few seconds later, leaving Dobb in the runner-up spot.

"I grabbed the front brake in some bumps and lost the front end," said Manneh. "I got up in seventh, but I couldn't find my rhythm after that."

After passing the downed Manneh, Dobb closed the gap on Schmit but ran out of time.

"I think I could have caught Donny," said Dobb. "I had the speed, but my forearms pumped up."

Schmit crossed the finish line ahead of Dobb and Puzar, who was not to be found between motos.

"Alex hurt his right knee," explained his team manager Michelle Rinaldi. "It is the same knee that cost him the title last year. The doctor is with him right now."

Defending 250cc World Champion Trampas Parker struggled with the track and finished a distant ninth.

Schmit grabbed the holeshot in moto two and led Puzar, Moore and Herring around the rocky course. Herring looked to be on fire, as he blazed past the entire Yamaha team and assumed the lead by the third lap. On the fourth lap, Herring enjoyed a four-second lead, but suffered a flat rear tire on the next lap. Schmit, Puzar and Moore quickly reeled in the ailing Herring and easily found their way past.

"I don't actually know where I got the front flat, but I first felt it on the downhill," said Herring, who eventually pulled off the track. "I know I am faster than the rest, but it just won't happen."

Rinaldi, manager of the Yamaha team commented, "We use mousse tires at every race in every moto. You never know when you might get a puncture. It really pays off on a rocky track like this."

Cooper was next to challenge the front-running Yamaha team. He quickly closed in on the top three, but at the halfway mark the pressure got to him.

"I realized that I might win and I tensed up," said Cooper. "Then I got a flat tire."

Schmit went on to earn the win, with Puzar and Moore second and third, respectively. Parker finished sixth behind Edwin Evertsen and Marnicq Bervoets.

Nearly half of the field suffered flats or were stuck by flying rocks. Dobb suffered a front flat, and Manneh finished the race in a daze after being tagged in the nose with a rock. Malin took a rock in the goggles, and failed to finish.

Dobb was the fastest out of the gate in the third and final moto. Once into the lead, Dobb set a blistering pace and pulled clear of the field, but pulled off the track on the second lap.

"It's something in the motor," said Dobb, who pulled off the track, threw his bike down, and proceeded to kick and stomp on it. "It just stopped dead off a jump."

After gating fifth, Herring blitzed through the field and assumed the lead when Dobb broke. No one would challenge Herring, as he suffered no flats in this moto.

Puzar finished second, again followed across the finish line by his teammate Moore. Evertsen held on to fourth, while Schmit finished a secure fifth.

"I had laid the foundation with the first two moto wins. I wasn't about to throw it away," said Schmit. "I knew I had the overall."

Parker failed to finish the race after striking a trackside post while running sixth. Parker feared serious damage to his knee, but upon later examination learned that it was not serious. CN

Results

TIMED PRACTICE: 1. Rob Herring (two minutes, 11.80 seconds); 2. Trampas Parker (2:11.80); 3. M. Gazzarta (2:11.90); 4. Donny Schmit (2:12); 5. Marnicq Bervoets (2:12.20); 6. Jamie Dobb (2:12.20); 7. Alessandro Puzar (2:12.30); 8. Peter Johansson (2:12.40); 9. Paul Malin (2:12.60); 10. Bob Moore (2:13); 11. Edwin Evertsen (2:13); 12. Bader Manneh (2:13.40); 13. Micky Dymond (2:13.50); 14. Simo Heljanko (2:13.70); 15. Paul Cooper (2:14.10); 16. Alex helvoet (2:14.20); 17. Willie Van Wessel (2:14.40); 18. Mark Eastwood (2:14.50); 19. Mike Healey (2:14.50); 20. Peter Iven (2:14.60); 21. Michele Fanton (2:14.80); 22. William Burgess (2:15.40); 23. Gert Van Doorn (2:15.80); 24. Erik Schut (2:15.80); 25. Yanning Kervella (2:15.90); 26. Jaimy Scevenels (2:16); 27. Pekka Vehkonen (2:16.20); 28. Alex Lyons (2:16.60); 29. Phillip Neill (2:16.60); 30. Matt Bates (2:16.70); 31. Brian Steele (2:16.80); 32. Ryan Hunt (2:16.80); 33. Jarkko Amala (2:16.90); 34. Werner Dewit (2:17.20); 35. Dai Smith (2:17.30); 36. Stephen McCreery (2:18); 37. David White (2:18); 38. Alwin van Asten (2:18.90); 39. David Tougher (2:19.20); 40. Robert Bengtsson (2:19.30).

MOTO 1: 1. Schmit (Yam); 2. Dobb (Kaw); 3. Puzar (Yam); 4. Fanton (Hon); 5. Herring (Hon); 6. Moore (Yam); 7. Iven (Kaw); 8. Johansson (Yam); 9. Parker (Hon); 10. Manneh (Hon); 11. Healey (Suz); 12. Eastwood (Suz); 13. Vekhonen (Yam); 14. Van Doorn (Kaw); 15. Kervella (Kaw); 16. Holvoet (Kaw); 17. Cooper (Yam); 18. Scevenels (Hon); 19. Hunt (Yam); 20. Bates (Yam); 21. Burgess (Yam); 22. Steele (Kaw); 23. Smith (Yam); 24. McCreery (Hon); 25. Schut (Kaw); 26. Anderson (Hon); 27. Bengtsson (Hus); 28. Bervoets (Yam).
Time: 30 minutes, 30.5 seconds.

MOTO 2: 1. Schmit; 2. Puzar; 3. Moore; 4. Evertsen; 5. Bervoets; 6. Parker; 7. Iven; 8. Healey; 9. Vekhonen; 10. Kervella; 11. Hunt; 12. Cooper; 13. Holvoet; 14. Van Doorn; 15. Amalla; 16. Heljanko; 17. Burgess; 18. Smith; 19. Schut; 20. Manneh; 21. Wessel; 22. Scevenels; 23. Bengtsson; 24. Andersson; 25. Steele.
Time: 30:48.00.

MOTO 3: 1. Herring; 2. Puzar; 3. Moore; 4. Evertsen; 5. Scmhit; 6. Bervoets; 7. Healey; 8. Vekhonen; 9. Fanton; 10. Cooper; 11. Malin; 12. Gazzarta; 13. Hunt; 14. Eastwood; 15. Holvoet; 16. Schut; 17. Smith; 18. McCreery; 19. Burgess; 20. Steele; 21. Bengtsson; 22. Andersson; 23. Manneh; 24. Scevenels.
Time: 31.15.80.

WORLD CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS: 1. Donny Schmit (274); 2. Alessandro Puzar (237); 3. Bob Moore (225); 4. Trampas Parker (210); 5. Rob Herring (173); 6. Peter Johansson (156); 7. Marnicq Bervoets (152); 8. Edwin Evertsen (150); 9. Stefan Everts (149); 10. Bader Manneh (149); 11. Jamie Dobb (128); 12. Michelle Fanton (115); 13. Mike Healey (100); 14. Pekka Vehkonen (83); 15. Paul Malin (82); 16. Peter Iven (69).

ROAD RACE AMA/CCS EBC Brakes Endurance Challenge: Round 7

Team America takes Road America

By Henny Ray Abrams

ELKHART LAKE, WI, JUNE 27

Team America's Michael Barnes and Ray Yoder won the three-hour EBC Endurance Challenge at Road America, their Honda CBR900 the best machine for the hard-braking, four-mile course that forced some of the top teams to make unscheduled pit stops for brake work.

"I really went out the third hour and hammered it," Barnes said. Added teammate Yoder, "This is my first time to ride this 900 and it sure is a sweet feeling."

Barnes took over the lead in the final hour when race leader Christian Gardner ran the Gold Hill Racing Yamaha FZR1000 out of gas on the front straightaway, forcing him to enter the pit lane from the pit exit. A sticking rear brake, which may have hurt gas mileage, was also fixed, and Linnley Clarke went out to finish second, 59.759 seconds back.

Northstar Racing's Gary Lenzmeier and John Jacob teamed up to finish third, also on a Yamaha FZR1000.

In winning their third race of the year, Team America completed 72 laps of the circuit that runs through the woods of Elkhart Lake, at an average speed of 95.387 mph. They moved into second place in the GTO championship with 118 points, three less than Fastline/MCM Racing.

Fastline/MCM's Tommy Lynch made an unplanned stop to replace the front brake pads on the team's Suzuki GSXR1100 while in the lead in the last hour, losing several minutes in the process and dropping them to seventh place.

Defending National Champions Dutchman Racing were credited with a 17th-place finish, lead rider Andrew Stroud crashing in turn one in the first half hour after a steering damper failure. They remain third in the championship with 82 points.

The GTU class was an even greater test of endurance, Hornblower Racing using a trio of Honda CBR600-mounted Canadian riders to come out on top. Owen Weichel rode first, team owner Bill Hornblower second, and Jon Cornwell finished up to give Hornblower his first endurance win in eight years of competing in the AMA/CCS series.

Moto Liberty/Nankai finished second after being forced to pit for brake pads while in the lead in the third hour. Danny Walker and Doug Carmichael shared the riding on the Honda CBR600.

Stephen Hansen and Pablo Real were third on the Team Hansen Yamaha FZR600.

Moto Liberty/Nankai extended their championship points lead to 39, 104-65 over Hornblower Racing. T.B.R.Endurance, a non-finisher today, is third with 62.

Among the non-finishers in GTU was Team Toomer, a rod bearing failing on the team's Yamaha FZR600 just 16 laps into the race while lead rider James Leslie held a 50-second lead.

Yoshimura Suzuki's Dave Sadowski used the endurance race to get some superbike testing done, lapping the field by the half hour mark before pulling off. The race was behind him, three teams neck and neck, one dropping out early.

Dutchman Racing's Stroud, Fastline/MCM Racing's Lynch, and Gold Hill Racing's Gardner swapped positions for the first nine laps before Stroud crashed going into turn one on the 10th lap.

"I had a problem with the steering damper that caused the bike to go all over the place until it put me over the bars," Stroud said.

Lynch and Gardner were left to battle it out, with Team America's Barnes alone in third and Northwest Racing's Titian Bue fourth.

The race was more like a sprint, the leaders side-by-side across the finish line at the one-hour mark, Gardner just in front, though he was thinking about the long haul.

"I got a 10-second lead and backed off the pace. He (Lynch) caught and passed me. I can't see having to lead an endurance race the first hour. As long as you have the pack in sight," Gardner said.

The top three teams all pitted just past the one-hour mark, Gold Hill's newly recruited Linnley Clarke replacing Gardner, Jeff Heino on for Lynch, and Ray Yoder taking the reins from Barnes.

N2 Racing was running fourth, Mike Myers at the control, teaming with Nigel Gale with Northstar Racing's John Jacob running the early shift on the team's Yamaha FZR1000.

At the halfway mark Gold Hill's Clarke still had the lead over Fastline/MCM's Heino and the two teams pitted on the same lap. Both had about 15-second pit stops and Gardner emerged from the pits still holding the lead, Lynch right on his tail.

Heino said he felt he was "just not really riding that well. I'm just riding to finish," adding that he was beginning to experience brake problems. "Tommy's picking up the pace. We'll see how the brakes work out."

Behind the leading pair, Yoder was third, and Gary Lenzmeier was on for Jacob putting Northstar fourth. The

Professional rider depicted during closed-course event. Do not attempt these maneuvers. Dress properly for your ride with a helmet, eye protection, long-sleeved shirt, long trousers, gloves and boots. Yamaha and the Motorcycle Safety Foundation encourage you to ride safely and respect the environment. For further information regarding the MSF rider course, please call 1-800-447-4700. Do not drink and ride. It is illegal and dangerous. Specifications subject to change without notice. ©1992 Yamaha Motor Corporation, U.S.A. (Cypress, CA 90630)

second of Northwest's trio of riders, Bob Sandy, held down fifth, ahead of Keystone Racing's John Condron.

Team America was going with only two stops, with Barnes the ironman, riding the first and third hours and back out just past the two-hour mark. It was the first time this year that Yoder had ridden the Honda CBR900 and he came away impressed and thankful to team owner Frank Slaughter.

"He wanted a shot to ride so I gave it to him," Slaughter said.

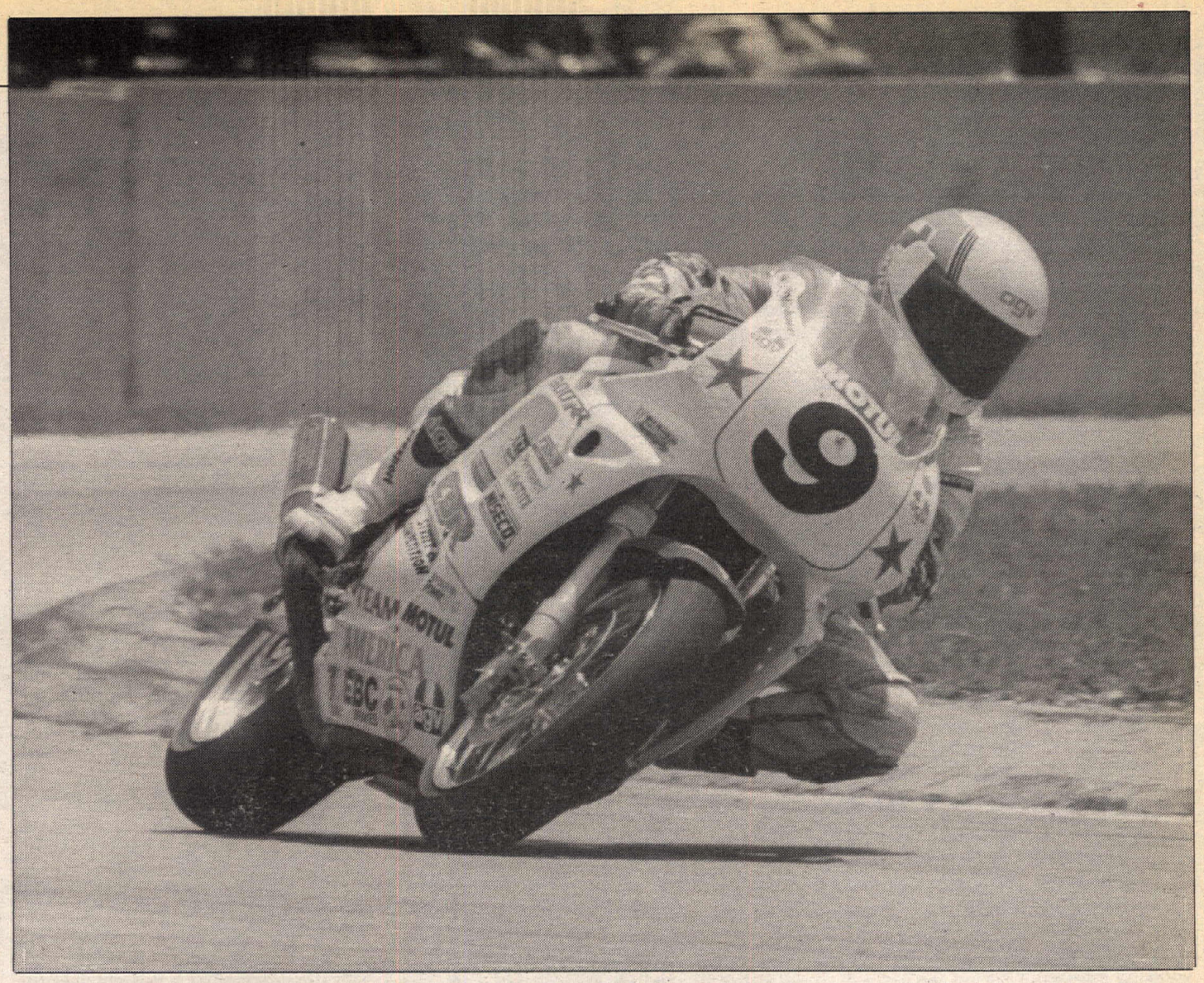
"The hour was over before I knew it," Yoder said. "I just kind of tooled around. I knew we were at least in third. I just held my ground. In seven races the bike's never been on the ground, I didn't want to be the first to drop it."

Yoder was able to knock two seconds a lap off his lap times during his hour, circulating in the 2:30s at the start of his shift and doing 2:28s when it ended.

About 15 minutes into the third hour the complexion of the race changed dramatically. First, Lynch pitted in the lead and got off the bike while team owner Jeff Stern changed front brake pads. They dropped to ninth in class, but would finish seventh.

Just a few laps later, Gardner rolled to a stop on the front straightaway at the end of the pit lane. Fortunately, that's where the team was pitted and the crew rushed out to push it back in. The tank was re-fueled, a rear tire was changed, and team manager John Hopperstad fixed a sticking rear brake sending Clarke back out to finish up.

Team America was in the lead, Gold Hill back out in second with Keystone



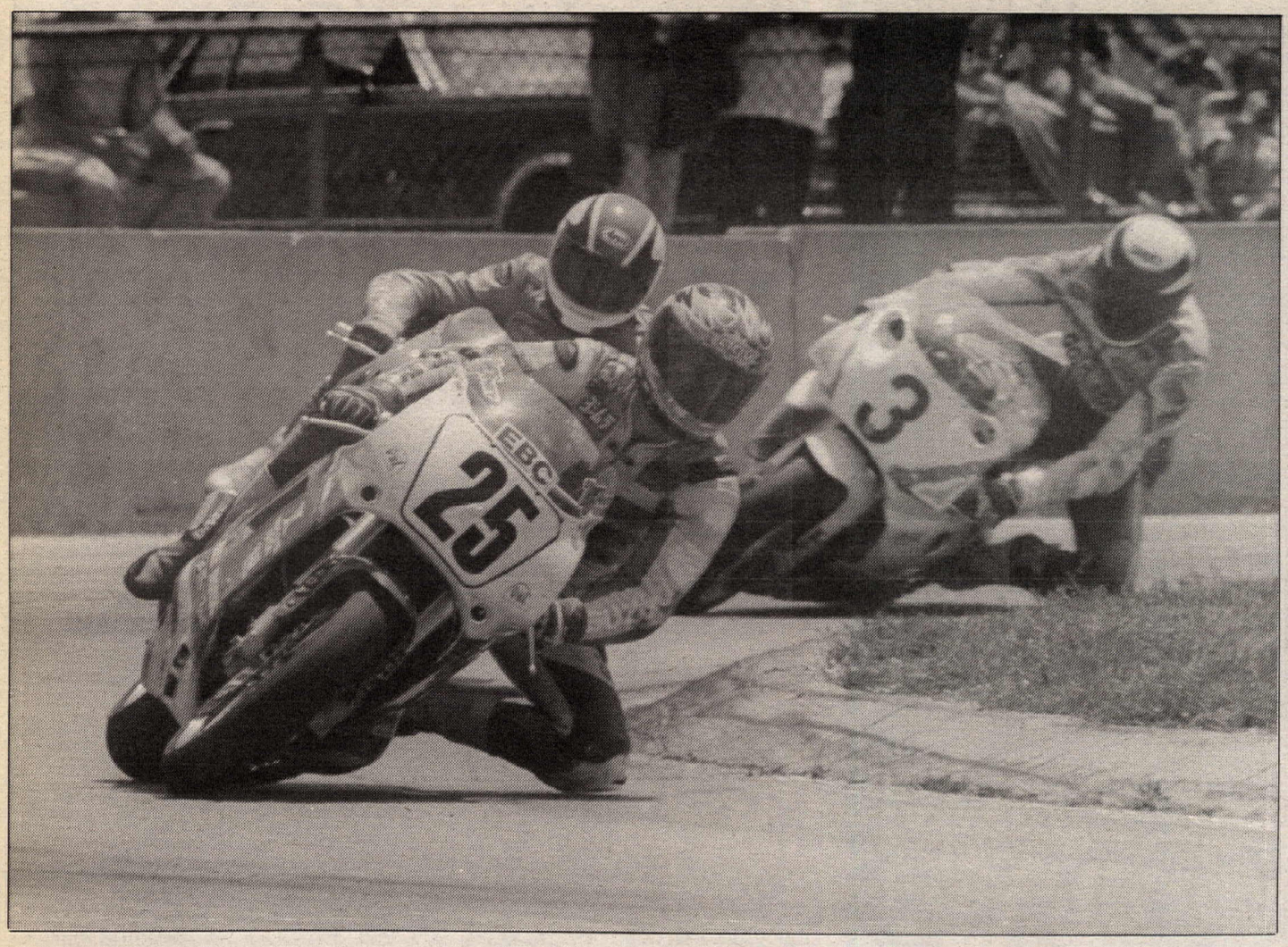
Team America rode their Honda CBR900 to victory at Road America, completing 72 laps and 288 miles in the three hours.

It was high drama in the wild Midwest. The stage was set at Road America in Elkhart Lake, Wisconsin – Round 7 of the '92 AMA Superbike Series. The curtain went up on an event filled with the nation's headline road racers, but three riders quickly established themselves as the stars of the show.

Lap after lap this trio engaged in an electrifying high-speed ballet, trading places in the spotlight in virtually every turn. But in the final act, it was Team Vance & Hines Yamaha's Jamie James, his FZR75OR OWO1 and a stellar supporting cast which stepped forward with a triumphant performance worthy of standing ovations and rave reviews from the audience of 35,000. Take a bow, Jamie.

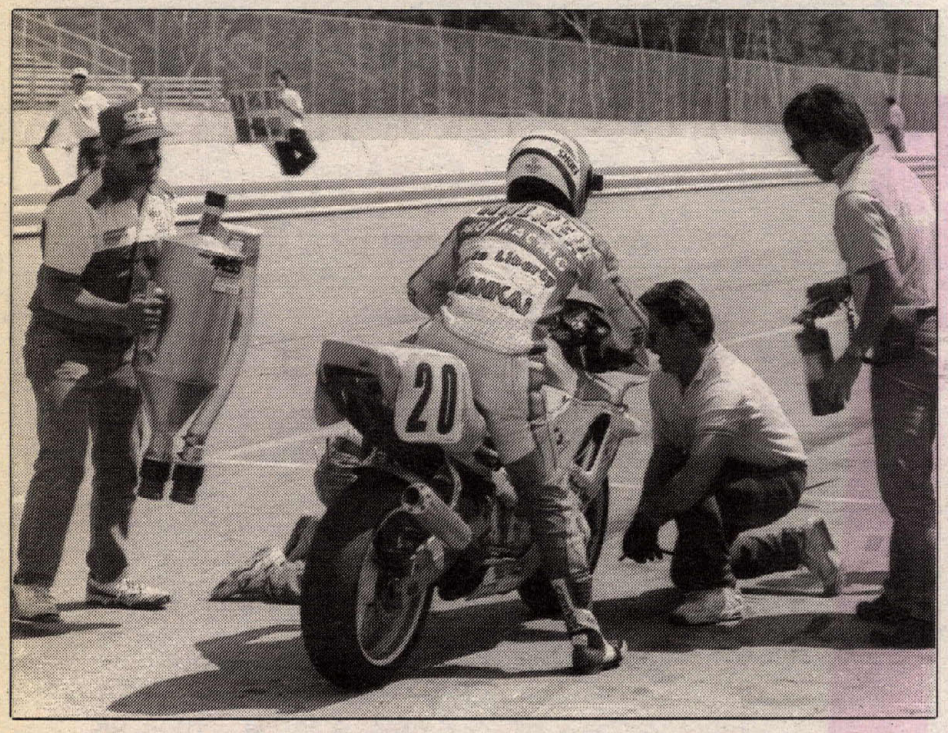
TEAM YAMAHA

ROAD RACE AMA/CCS EBC Brakes Endurance Challenge: Round 7



The first part of the race was like a sprint with Fastline/MCM (25), Dutchman Racing (hidden) and Gold Hill (3) doing battle.

Moto Liberty/Nankai led the GTU battle before having to pit for new brakes.



Racing's Fabian Cortez just past the two-hour mark in third. But Cortez's day would end with less than half an hour to go when the transmission began to lock up.

"It started knocking and got louder. Then it didn't want to shift," Cortez said.

With less than 10 minutes to go, Barnes came in for a quick splash-and-go, just to be sure. "We were really cutting it close on gas at the end of the hour," Barnes said, but aside from that there were no problems and the team had their third win of the year.

"I knew when I got on that I had to hammer it," Barnes said. "I knew they were 99 seconds ahead. I was going all out to catch them." Barnes said there were two keys to their winning. The first was that because their Honda CBR900 is about 70 pounds lighter than the heavier Suzukis and Yamahas it was easier on their EBC Kevlar brake pads. "We've still got enough brakes for a couple hours endurance," Barnes said. And, second, "I knew they had to do an extra gas stop," Barnes said.

Clarke brought the Gold Hill bike home second, the Canadian getting the ride on the FZR1000 when Phil Kress decided not to make the trip.

"It was a monster through the turns, but it made it up on the straights," Clarke said. The best part was his second shift when he hooked up with Fastline/MCM's Heino. "We were just trading, swapping and chopping. Whenever we were in lapped traffic he'd take the advantage."

"We were trying to save the tires and brakes and do everything without changing," John Jacob said of the Northstar Racing Yamaha FZR1000. "The brakes were nonexistent at the end, but we were there. I completely lost the brakes. I had to pump it about five times coming into the corner. It was a scary ride the last half hour. I nursed it as best I could."

Bob Sandy, the middle rider on the fourth-place Northwest Racing team, between Titian Bue and Mike Karm, said they were forced to make extra pit stops because they don't have an oversized gas tank. Northwest's brakes lasted, partially, Sandy believed, because he uses a lot of rear brake. The team finished a lap back.

Eric Moe rode the first and third shifts and team owner Jan Svensson the second and fourth on the fifth-placed Team Magic Yamaha FZR1000. The team took over fifth with about 25 minutes to go, using their horsepower advantage to motor past N2 Racing.

If their motor had lasted, there was no question who would have won the GTU class: Team Toomer. But running a 600 as hard as they were, the engine expired just past the half-hour point and that's when the race began anew.

Moto Liberty/Nankai's Danny Walker moved into the lead in front of Dr. Bob Meister on the American Flyers' Honda CBR600. Himmelsbach Racing was an early third in front of IRC Racing and Hornblower Racing's Weichel.

At the one hour mark Todd Harrington took over for Meister and Doug Carmichael went in for Walker. Bill Hornblower took over his bike, relieving Owen Weichel.

"As long as the brakes don't go away we'll be okay," Walker said prophetically. "The tranny's about shot. We had the good transmission in the other motor, but not enough parts to swap. Sam (Yamashita, team owner) tried to speed me up to catch Toomer, but at that pace, 600s don't last that long."

IRC dropped out of contention with a turn five crash near the haflway point moving Hornblower Racing into third behind Moto Liberty/Nankai and American Flyers, about eight seconds out of the lead.

"This is the motor from Brainerd that was re-done," Meister said of the fresh engine in the American Flyers bike. "I think he (Walker's) got more mid-range and we've got more top speed. Three hours is a long race. This last hour should be interesting."

Meister got back on at the 1:45 mark, Jon Cornwell took over just past the two hour mark for Hornblower with Walker on the Moto Liberty/Nankai bike after a brake change that would change the order of the top three.

"There's no way they would have made it," Moto Liberty/Nankai's Doug Carmichael said after dismounting. "Going into turn two and down the hill and the end of the straightaway they're bad, but at two and three they're the worst." The team had broken in a new motor in practice and hadn't got the bike working properly. "The bumps going into the Carousel in the back are bad. You flick it in the corner and the rear end jumps out."

Meister was in the lead with half an hour to go, but the bike was developing a misfire that Harrington was immediately aware of when he got back on with about 20 minutes to go, the bike sounding off-key.

The win went to Hornblower, his first in 20 years of racing.

"It's a great day. I've been waiting a long time for this. I've been doing the EBC series for eight years and this is the highest I've been on the podium and it's great. Dr.Bob was pressing us when we came out of the pits," to start the final hour. "I had my hotshoe (Cornwell) on at the end for the run to the flag."

Walker brought the Moto Liberty/Nankai bike second, the only other team on the same lap as Hornblower, with Pablo Real and Stephen Hansen moving into third in the final half-hour of the race, finishing a lap down. American Flyers was credited with fourth, another lap down. CN

Results

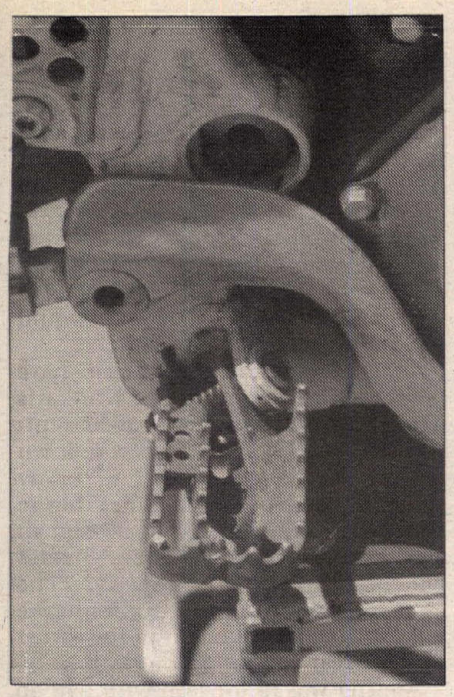
GTO: 1. Team America (Hon); 2. Gold Hill Racing (Yam); 3. Northstar Racing (Yam); 4. Northwest Racing (Suz); 5. Team Magic (Yam); 6. N2 Racing (Hon); 7. Fastline/MCM Racing (Suz); 8. Mid Cities Motorsports (Suz); 9. Lucky Dog Racing (Suz); 10. Team OTS/Southwest Motorsports (Hon); 11. Lombard Suzuki Suz); 12. Team Ironworks (Suz); 13. ABM Racing (Suz); 14. Keystone Racing (Suz); 15. M.C.C. (Duc); 16. Team Genesis (Suz); 17. Dutchman Racing (Suz); 18. S.O.M.Racing (Suz); 19. Team Mirage (Kaw); 20. Renfrow Racing (Hon); 21. Raceco (M-G); 22. Class Racing (Kaw); 23. Best Racing (Yam); 24. Sadowski Racing (Suz); 25. Team Yamaha Endurance of Jacksonville (Yam); 26. Team Vance & Hines (Yam).
Time: 3 hours, 18 minutes, 3.66 seconds
Distance: 72 laps, 288 miles
Average speed: 95.837 mph
Margin of victory: 59.759 seconds.

GTO C'SHIP POINT STANDINGS: 1. Fastline/MCM Racing (121); 2. Team America (118); 3. Dutchman Racing (82); 4. (Tie) Gold Hill Racing/Keystone Racing (55); 6. N2 Racing (47); 7. Team Magic (46); 8. Team Yamaha Endurance (43); 9. Northwest Racing (41); 10. Class Racing (39); 11. Northstar Racing (26); 12. (Tie) Mid-Cities Motorsports/Team OTS/Southwest Motorsports (23); 14. Lucky Dog Racing (21); 15. Dutchman Racing II (20); 16. Kawasaki Racing Team #1 (15); 17. Kawasaki Muzzy #2 (11); 18. Gold Hill Racing II (10); 19. Riverside Kawasaki II (9); 20. (Tie) Graphic Racing/K.W.S. Motorsports (8).

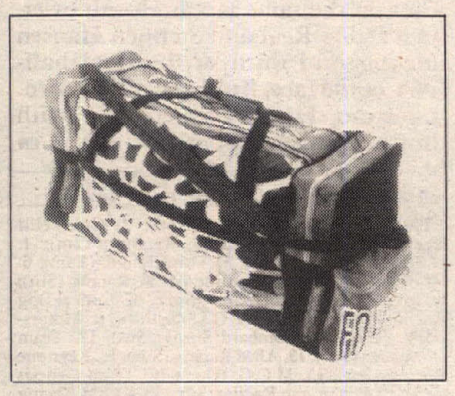
GTU: 1. Hornblower Racing (Hon); 2. Moto Liberty/Nankai (Hon); 3. Team Hansen (Yam); 4. American Flyers (Hon); 5. Team Decadence (Hon); 6. Himmelsbach Endurance (Hon); 7. Super B Racing (Hon); 8. Island Boys Racing (Hon); 9. McCall Racing (Hon); 10. Mid-Cities Motorsports #2 (Hon); 11. Team Daytona (Yam); 12. Big Dog Racing (Yam); 13. Evans Racing (Hon); 14. Team Cycle Sport (Yam); 15. Moto Liberty II (Hon); 16. AGV Sport (Hon); 17. Team B.O.O.H. Racing (Hon); 18. TAZ Racing (Hon); 19. Full Lean Racing (Hon); 20. IRC Racing (Yam);21. Team Velocity Racing (Yam); 22. Faster Foster Racing (Hon); 23. AGV Sport 2 (Hon); 24. Team Tundra (Yam); 25. Team Toaster (Kaw); 26. Team Toomer (Yam); 27. MTP (Yam); 28. Team Holiday (Hon); 29. T.B.R.Endurance (Hon); 30. No Fear Factory Team (Yam).

GTU C'SHIP POINT STANDINGS: 1. Moto Liberty/Nankai (104); 2. Hornblower Racing (65); 3. T.B.R.Endurance (62); 4. Team Toomer (57); 5. IRC Racing (52); 6. New Tech Racing (47); 7. American Flyers (45); 8. AGV Sport (39); 9. Team Holiday (38); 10. Island Boys Racing (35); 11. Himmelsbach Endurance (34); 12. Team Tundra (25); 13. Honda-Suzuki World Racing (19); 14. Beast Racing (17); 15. (Tie) Super B Racing/McCall Racing/Team N.O.S. (16); 18. (Tie) Team Hansen/Team Scream (15); 20. Poor Boys (13).

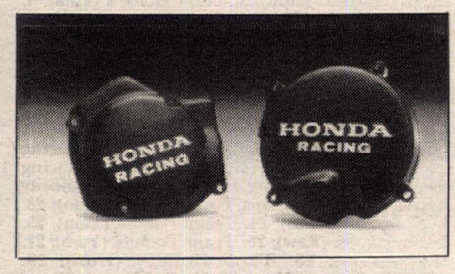
NEW PRODUCTS



WOR's Pro Pegs are claimed to offer better leverage and support for your feet, while maintaining the same footpeg-to-shifter/brake pedal dimensions as stock. The two-piece brackets are designed to be welded on, as bolt-on units often come loose. Endorsed by Dr. Jeff Spencer, the pegs are available for all late-model Japanese motocrossers, as well as for Husqvarnas and selected minis. A pair costs $24.95, and for an additional $10 per peg, WOR will sandblast, weld and clear coat them. For more information, contact WOR, Dept. CN, 25133 W. Avenue Tibbitts, Suite E, Valencia, CA 91355, 805/257-3361.



Fox Racing's Image Gearbags come in three sizes and are constructed of heavy-duty nylon and feature heavy-duty nylon zippers, large compartments, and special "U" shaped zipper sections for easy access. Hard plastic bottoms in all the main compartments are claimed to help the bag keep its shape. The large and medium bags have removable, padded shoulder straps. The large bag (shown) costs $89, while the medium and small bags are $59 and $35, respectively. For more information contact Fox Racing, Dept. CN, 909 Dell Ave., Campbell, CA 95008, 408/378-4884.



TMV's HRC-style Ignition Covers are manufactured from alloy and feature the Honda Racing logo. Available for most late-model Honda CR motocrossers, the covers cost $54.95. For more information contact White Bros., Dept. CN, 14241 Commerce Dr., Garden Grove, CA 92643, 714/554-9442. CN

Washougal

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$27,500 Purse

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$15.00 both days
Friday and Saturday

Professional: $15.00 Sunday
Under 6 Free

Restricted Camping on Saturday Night for National $10.00 per Vehicle

Camping Rules Enforced by Clark County Sheriff's Office

• NO FIREWORKS •
• NO BOTTLES •
• NO FIRES •

1992 Schedule of Events

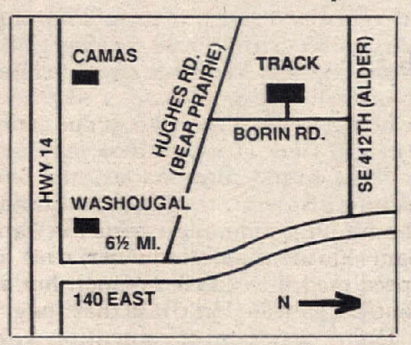
Thursday, July 30th
Press Day – Contact Brian Barnes
Rider Gates Open 3:00 pm
Amateur Sign-up at Track 4:00 - 8:00 pm
Overnight Camping Available
Gates Open All Night

Friday, July 31st
Amateur Day One
Classes: 80 Beg., Jr., Int., Ex.; 105; Quads; 125 Beg., Jr.; 250 Beg., Jr.; Open Beg., Jr.
Sign-up 6:00 - 8:30 am
Practice 7:00 am
Racing 9:00 am
Overnight Camping Available
Gates Open All Night

Saturday, August 1st
Amateur Day Two
Classes: All 50's; All 60's; Women; 125 Int., Pro; 250 Int., Pro; Open Int., Pro; All Up the Hill; All 30-40; All Old Timers
Sign-up 6:00 - 8:30 am
Practice 7:00 am
Racing 9:00 am
7:00 pm CLEAR PRO PIT AREA!!

Sunday, August 2nd
Spectator Gates Open 7:00 am
Paddock Passes 9:00 – 11:00 am $5.00
Pro Practice and Qualifying 9:00 – 12:00 pm
Washougal 125/500 National MX 1:00 pm

Information: Ralph and Carolyn Huffman (503) 673-1671 • Brian Barnes (206) 695-9221 • Gary Roe (503) 648-4555



Reduced Hotel Rates Through Globel Express Travel
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(206) 771-4466

Clip and Mail Pre Entries To: **ENTRYS MUST BE POSTMARKED NO LATER THAN JULY 22nd 1992**
Washougal Amateur Motocross • 401 Seven Springs Lane • Roseburg, Oregon 97470

Pre Entry • $20.00 Post Entry • $30.00

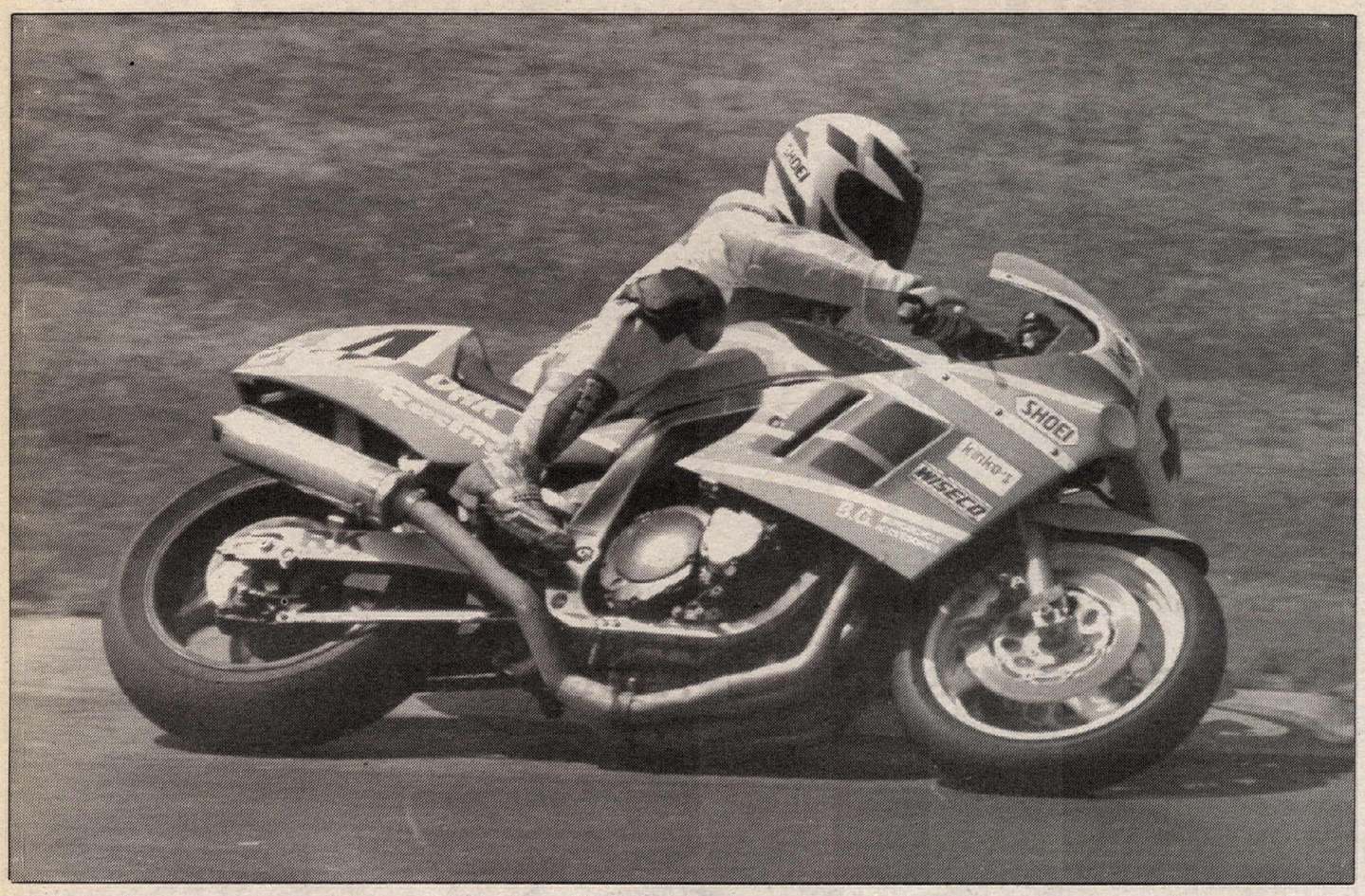
A.M.A. CARDS REQUIRED - NO EXCEPTIONS! (Cards Available at Track on Race Days)

50cc ____	80 Ex. ____	125 Pro ____	250 Pro ____	Open Pro ____	Up the Hill Jr. ____
60cc 0-8 ____	80 Int. ____	125 Int. ____	250 Int. ____	Open Int. ____	Up the Hill Int. ____
60cc 9-11 ____	80 Jr. ____	125 Jr. ____	250 Jr. ____	Open Jr. ____	Women ____
105 ____	80 Beg. ____	125 Beg. ____	250 Beg. ____	Open Beg. ____	
Quad Pro ____	Quad Jr. ____	30-40 Ex. ____	30-40 Jr. ____	Old Timer Int. ____	
Quad Int. ____	Quad Beg. ____	30-40 Int. ____	Old Timer Ex. ____	Old Timer Jr. ____	

Name: ____ Phone: ____ Age: ____
Address: ____
City: ____ State: ____ Zip: ____
Bike Number: ____ Bike Make: ____ CC's: ____
Sponsors: ____

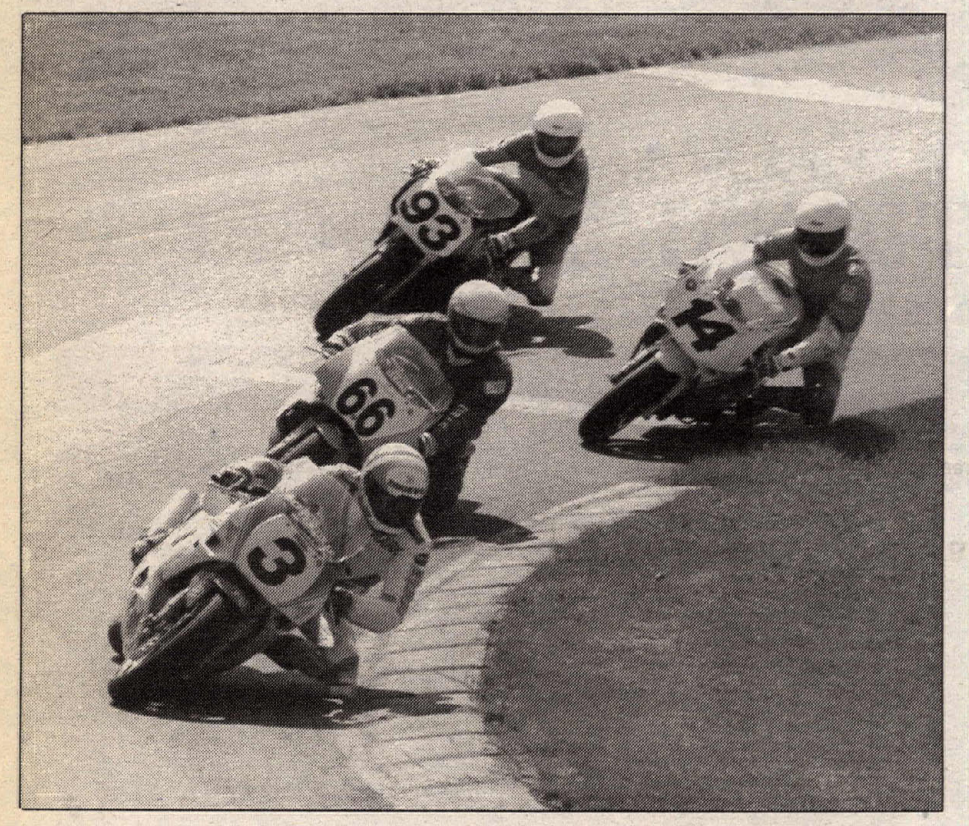
DO NOT MAIL GATE FEE WITH PRE ENTRYS

ROAD RACE WERA Vanson/PM National Endurance Series: Round 7



DAK Racing completed 424 miles in winning the six-hour endurance race at Grattan Raceway in Michigan.

Force Racing (3) finished fourth, while Virginia Breeze (66) ended up second.



DAK is back with Grattan win

By Larry Bell

GRATTAN, MI, JUNE 27

DAK Racing notched its first win of the Vanson/PM National Endurance Series by taking a near-stock, two-year-old Suzuki GSXR1100 to the win in a red-flag marred six-hour race at Grattan Raceway.

Team riders Steve Heilman, Dean Hayes and Tom Wilson turned in 212 laps (424 miles) on the two-mile, 13-turn circuit, which features four elevation changes and a reputation for being hard on brakes due to the corners at the end of several high speed sections.

Blowing in with a second-place finish was Virginia Breeze Racing with 210 laps. Riders Todd Dofflemier, Charley Safley and Jay Bartlow turned in a superlative effort with the ex-Mad Dog Yamaha FZR1000 by racing at their own pace, and not making any mistakes.

A relative newcomer to the WERA endurance series, R.A. Racing, finished third, also with 210 laps and just 24 seconds behind Virginia Breeze.

Canadians Tim Reuhl and David Klassen were seeing the race track for only their second time and had only Friday's practice to sort out the suspension on their "ancient" 1986 Suzuki GSXR1100. The team may have been so concerned with setup that they forgot about fuel consumption as the bike finished the race on reserve and ran dry as it was crossing the finish line.

Force Racing continues to dominate the Heavyweight Production ranks and stands second overall in the series. Force riders Ron Crum, Rick Pagniano and Jeff James again won the class and finished fourth overall with 209 laps. The team's only miscue came after the second restart when Pagniano had made only a lap on fresh brakes when he came whistling down the front straightaway and grabbed a handful of brake only to discover they had glazed over. He overshot turn one and went dirt tracking.

Rounding out the top five was the Barely Human Racing entry with riders Mark Brubaker and Mark Kowalski. They also turned in 209 laps on their Yamaha FZR1000, encountering trouble early in the race when both lower fairings came loose and Kowalski had to pit slightly earlier than scheduled to zip tie them together.

Both riders said after the race that they were not contesting the series and had only entered the race for the sheer enjoyment of the racing. But both were quick to point out that they could not have finished without the efforts of engine builder Scott Miller and Zdeno Cycle Shop.

The race was stopped in the first 15 minutes when a bike went down in a right-hand hairpin turn, smashing the master cylinder and spewing brake fluid on the track. The second red flag occurred just into the second hour when a rider crashed on the front straight sending debris across the track.

This round also marked the first time this year that Team Suzuki Endurance didn't win. Suzuki only entered one bike in the race, and, as usual, led the early laps from the rest of the 46-team field. At one point, roughly an hour and a half into the six hours, they had lapped all the way up to ninth place.

All that was for naught as 93 laps of early excitement turned to dejection and fear as the machine rolled into the pits with Michael Martin aboard and a broken crankshaft inside. The team elected to pull the number one machine, and sent out number two in the hopes of gaining miles of points and experience for its newest rising star, Steve Patterson.

After the race, Suzuki crew chief Keith Perry said this was the team's first mechanical failure in years and the crankshaft had recently been inspected for wear after the Summit Point sprint races.

Despite the breakdown, Team Suzuki Endurance still leads the championship by an astounding 163.18 points over Force Racing, 695.53-532.35.

An ecstatic Rod Kirian of Shoei/Wiseco/Kenko-backed DAK Racing was nearly tongue-tied after the race and said that the win was more a measure of good luck than good management.

"Naturally we were hoping on finishing second," he said. "We didn't plan on beating Suzuki. They are good and their bikes never break. We got lucky."

What he failed to mention was DAK was forced to race its production GSXR1100 because its superbike version was ailing due to carburetion problems. Apparently the jets and carbs had become contaminated due to a poor fuel quality. Also, just before the second restart, Tom Wilson tripped and fell on the grid when his foot became caught on the footpeg. The fall broke the clutch lever and, to add insult to the injury, when he rode back to the pits he did it the wrong way and the team was fined.

Perhaps the biggest contributor to the team's win was a huge six-gallon fuel tank which was manufactured for the team by Phil Scott of Team Suzuki.

According to DAK team members, the motorcycle has never run dry with this tank. At today's lap times — in the one-minute, 27-28-second range — the stock bike was able to generate one hour and 15 minutes of track time before having to pit for fuel. The team used it to the fullest as Hayes finished the race with the bike on reserve and less than half a gallon remaining.

Coming out of nowhere was the Virginia Breeze entry, supported by Taylor Auto Body, Airtech, Syed, Wayne Cycle Shop, and Massey Motor Sports. The team finally put together a race-long effort of good laps, management, and rider skill to breathe new freshness into the series.

Veteran Jim Tribou and Charly Safely have pulled the old Mad Dog Yamaha FZR1000 into serious contention by emphasizing consistency in rider lap times, and machine preparation. This was readily apparent in the fourth hour when Dofflemier was having front tire trouble and was briskly signaling for a pit stop and fresh rubber. Tribou held him off for a few more laps in an effort to even out the rider stints and a belief that the tire was good. He was right. When Dofflemier pitted several laps later, the tire was fine.

There was a brief moment of elation in Breeze's pit about halfway through the race when members mistakenly thought they had moved into first place. This was a result of DAK's scorekeepers inadvertently mis-scoring three laps as they didn't properly count the team's entry/exit from the pits. DAK protested the scoring but due to time limitations were only able to recoup one lap.

Going quietly unnoticed throughout the race was the performance of R.A. Racing. They ended the first hour in 10th place overall and very method-

ically edged up to eighth in hour two, sixth in hour three, and third in the fourth hour where it would remain for the entire race.

Riders Reuhl and Klassen, supported by Ferodo, D.I.D, Silkolene, and NGK, were very quick to point out that the tremendous amount of track time WERA permitted on Friday and a loaning of spare parts from Team Suzuki permitted such a fine showing.

Reuhl said they utilized the time to sort out different gearing combinations and various suspension adjustments. He added that the bike would really drag when loaded with a full tank of fuel. The team used the setups so well that it only used one set of Dunlop slicks and literally ran the machine dry of fuel as it crossed the finish line for the checkers.

Force Racing — supported by Sheldon Gantt, Yamaha of Warren, RK, 7-UP, Maier, Bieffe, Dunlop, EBC, and NGK — remains at the top of the Heavyweight Production heap and also finished fourth overall. "We planned on conserving our brakes and tires," Ron Crum said. "At the second red flag we changed the pads and tires. We think we had a defective pad(s) because they wore out after only two hours and 20 minutes."

The pads which did glaze cost them roughly 20 seconds. To show how tight the action was in the class, that slight mistake was enough for Motion Systems Racing to overtake them and very briefly move into the class lead before Force could reel them in.

Nicholson's Ann Arbor won the Mediumweight Production class on a bone stock Honda CBR600F. Riders Dave Bloom and Steve Kok are two local riders who have been plying their skills for years on the asphalt. Bloom has been racing since 1964, Kok since 1986. Both have logged hundreds of hours on the Grattan track and Bloom clearly had the bike set up for zero effort.

"I set it to stay flat going through the corners so we would not get tired or have to use a lot of body english to steer the motorcycle," Bloom said.

Coming into this round the pecking order of the standings was: Team Suzuki, Force Racing, Moto Sport Racing, Team SD/Pearls and Royale Racing in the top five positions.

Suzuki did not finish. Force won again. Moto Sport made the long trek from the West Coast, did well for several hours, and even enjoyed the roller coaster track, but was forced to retire after several hours. Peter Christensen came into the pits with what he described as a sound like a rod going bad; Moto Sport was only a few laps off Suzuki's pace at the time.

Team SD/Pearls currently leads the Mediumweight ranks, but it could not get on the right track this weekend as the team ran as high as second in class in the third hour only to see it go down the drain when a cam chain and follower broke ending their race. CN

Results:

OVERALL: 1. DAK Racing (Suz); 2. Virginia Breeze Racing (Yam); 3. R.A. Racing (Suz); 4. Force Racing (Yam); 5. Barely Human Racing (Yam); 6. Nicholson's Ann Arbor (Hon); 7. Team Indy (Yam); 8. Motion Systems Racing (Hon); 9. Team Gravinator (Yam); 10. Arclight Racing II (Hon); 11. Royale Racing (Hon); 12. Knee-On Racing (Kaw); 13. Northern Boys Racing (Hon); 14. C&M Racing (Yam); 15. Red Hot Racing (Yam); 16. Orange Express Racing (Yam); 17. Team Z (Yam); 18. Cycle Speed Racing (Yam); 19. Part Timers (Suz); 20. We're Dunn Racing (Hon).
Time: 6 hours
Distance: 212 laps, 424 miles
Margin of Victory: 2 laps.

CHAMPIONSHIP POINT STANDINGS: 1. Team Suzuki Endurance (695.53); 2. Force Racing (532.35); 3. Moto Sport Racing (454.14); 4. DAK Racing (409.08); 5. Team SD/Pearls (397.70); 6. Royal Racing (391.70); 7. Arclight Racing II (379.70); 8. Knee-On Racing (357.87); 9. Virginia Breeze Racing (351.69); 10. Northern Boys Racing (343.67).

CYCLE NEWS

DUAL LORETTA LYNN'S NATIONAL SPORT

An AMA NATIONAL DUAL SPORT VACATION
Starting at the Home of the Queen of Country Music

"Come and Enjoy Loretta Lynn's Western Town & Museum, her recreation of the Butcher Hollow Home Place, & her Antebellum Home."

SATURDAY & SUNDAY, AUGUST 22 & 23, 1992

COURSE DESCRIPTION:
The run ranges from 2-track to narrow paths of woods trails, and includes several miles of scenic county backroads, both dirt and paved. Daily routes range from 100 to 150 miles, with designated gas stops along the route.

SCHEDULE: (All at Loretta Lynn's Ranch)

Friday:	6-9 PM	Registration
Saturday:	7-8:30 AM	Registration
	8:30 AM	Riders' Meeting (Mandatory)
	6-8:00 PM	Registration (For Sunday)
	8:00 PM	Riders' Meeting (Mandatory)
		Catfish Fry & Live Country Music
Sunday:	8:00 AM	Check-Out

ENTRY FEE:

2-Day Rider:	$50.00
2-Day Passenger:	$25.00
1-Day Rider:	$25.00
1-Day Passenger:	$15.00
Post Entry:	Add $5

AWARDS:
Iron Butt/Sportsmanship/Vintage Bike/Hard Luck
Poker Run: Heads: Top 5 hands (2-Day Riders Only)
Tails: Top 3 hands (2-Day Passengers Only)

Loretta Lynn's AUGUST 22-23

ACCOMMODATIONS:
Headquarters: Loretta Lynn's Ranch (Camping Only) 615/296-7700
Best Western: 615/296-425 Days Inn: 615/296-7647 EconoLodge: 615/296-2432

How to Get to Loretta Lynn's: 70 miles West of Nashville on I-40, Exit 143 to Rt 13 North, 7 miles.

Requirement: Your bike must have a current license plate, be street legal in the state of registration, and be equipped with a USFS - approved spark arrestor and muffler.

***Entry includes Poker Run Entry, Secret Rendezvous Lunches, Collector's Event Pins, Prizes, Awards, Automatic Chance to Win a 1992 Suzuki DRS, Catfish Fry & Lots of Country Hospitality!!**

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Pit Support provided by: SLOAN'S Honda/Yamaha & U.S. Suzuki Motor Corporation
The Cycle News/Loretta Lynn Run is part of the 1992 AMA/Suzuki National Dual Sport Trail Ride Series.

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***For More Information:* 304/594-1157 • Racer Productions**

---------- ENTRY FORM ----------

Name_____ Phone ( )_____
First M. Last

Address_____ _____ _____ _____
Street City ST ZIP

AMA#_____ Bike Make_____ Model_____ cc_____

T-Shirt Size (circle): Sm Med Lg XL. Passenger Name_____

In Emergency, Contact_____ Phone ( )_____

I AM ENTERING: ❑ ***BOTH DAYS.*** ❑ ***SAT ONLY.*** ❑ ***SUN ONLY.*** *Please check one*

SEND ENTRY & PAYMENT TO: **RACER PRODUCTIONS** • ROUTE 7 BOX 459, MORGANTOWN, WV 26505

RIDING IMPRESSION 1993 Honda XR650L

By Kit Palmer
Photos by Kinney Jones

It was a sad day when Honda announced it had dropped the last surviving XL dual purpose bike from its 1988 line-up to make room for a new line of motorcycles, the NX series. Still considered as on/off-road motorcycles, the NXs were more street-oriented than the XL line, clearly evident by the fairing and low-mounted front fender design, that made a lot of people angry. But not half as angry as the absence of the last XL model - the XL600, which made its debut in 1983.

As a result, the NX series never had real success in the U.S., and when Suzuki introduced its "barely street legal" line of DR dual-sport bikes in 1990, it created a renewed interest in dual purpose/dual sport riding and Honda was left in the dust without a true dual sport bike comparable to the hot-selling DRs.

However, Honda jumped on the dual sport bandwagon in late 1991 with the introduction of the XR250L, which closely resembled the off-road-only XR250R. While the XR250L was a big hit and definitely a step in the right direction, the writing was on the wall - when will Honda build a dual sport bike based on one of the company's best-selling models, the more powerful XR600R?

The answer is now.

The new, highly anticipated and talked about Honda XR650L is here. In fact, according to Honda, the XR650L is the company's most eagerly awaited model in years and the first shipment of XR650Ls was sold out long before the first unit was available to the public. Because of its mid-year arrival, Honda calls it a 1993 model, and it is, as a matter of fact, what everyone had hoped for - basically a street-legal XR600R that includes some extra goodies to make it more appealing for dual sport riding, notably an electric starter.

Worth the wait (weight)?

The air-cooled, Radial Four-Valve Combustion Chamber (RFVC), single cylinder four-stroke engine is basically the same engine found in the now defunct NX650, an already proven motor derived from the XR600R engine.

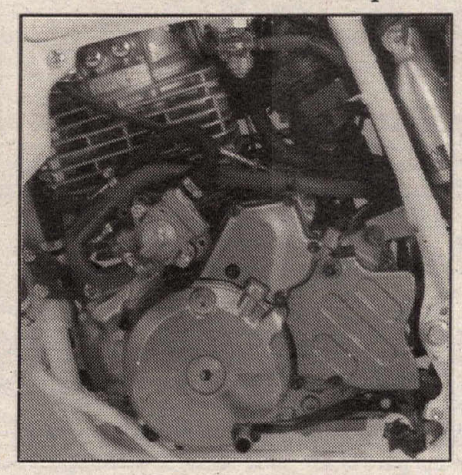
As compared to the XR600R, the street-legal XR650L has slightly larger and longer bore & stroke, slightly less compression ratio and a 1mm larger carburetor. Both come with five-speed gearboxes, but the overall gearing of the 650 is much taller than that of the 600.

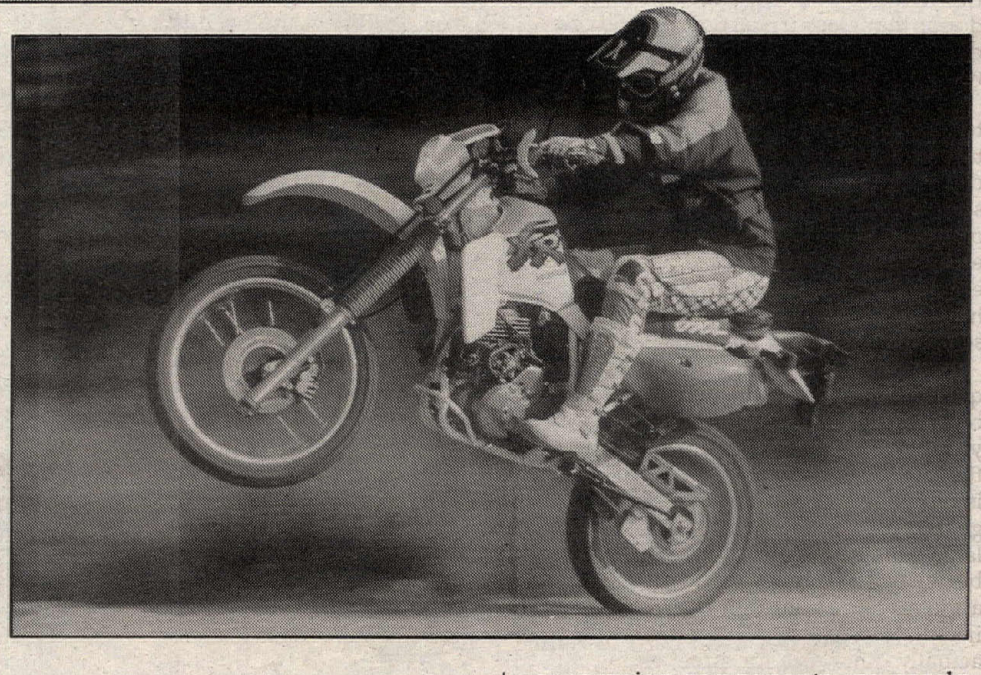
Since the 650 is street legal, it must pass tougher emissions standards than the XR600R in order to be sold in the U.S., hence the spider web-looking device on the left side of the cylinder. The ugly unit is an air-pump that directs fresh air from the airbox to the exhaust ports, air which is needed to dilute the exhaust fumes in order to meet emission standards. Not only does the air pump help meet emissions, but it allows the carb to be jetted much richer than normal, according to Honda. What this means is improved throttle response.

Other differences include a 40mm CV carb, as compared to a 39mm oval-venturi carb, and a paper filter element rather than foam. However, a stock XR600R filter will bolt right on to the XR650L if so desired.

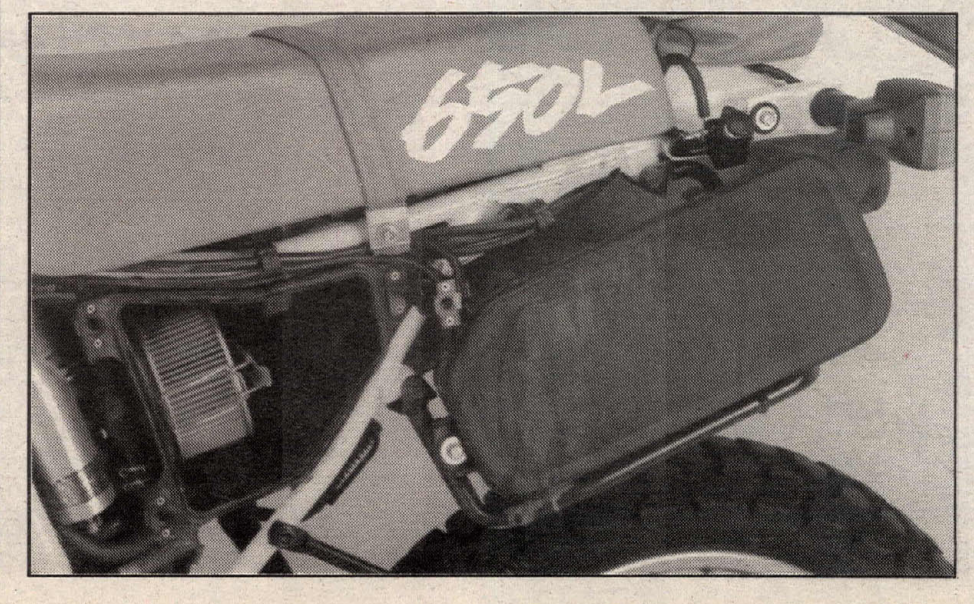
Chassis-wise, the semi-double-cradle with square-section downtube frame is identical to that of the XR600R, except for a couple of tabs. And the suspension components are nearly identical as well.

(Above) The long-awaited Honda XR650L is finally here, and costs $4399. (Below) The "plumbing" on the left side of the cylinder funnels air from the airbox to the exhaust ports.





(Above) Like the long-gone Honda XL600, the new XR650L is an excellent wheelie bike. (Below) The big black box behind the left side panel houses the battery; the air filter element is paper.



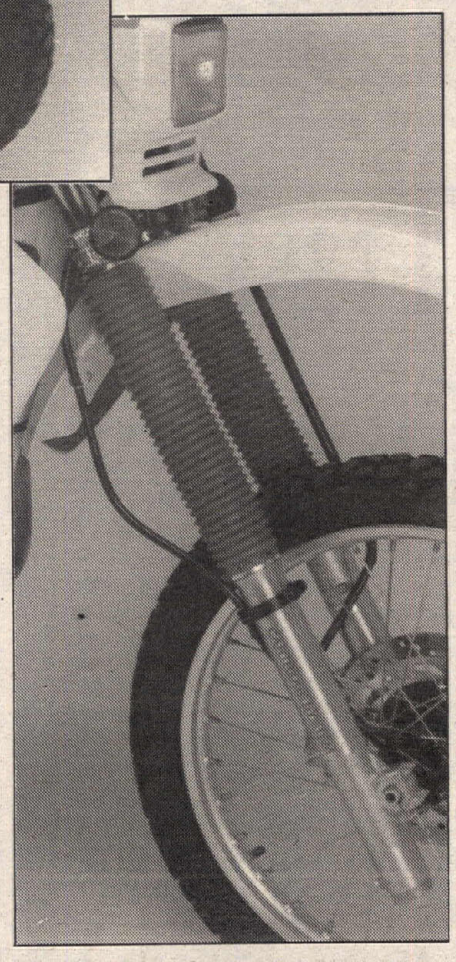
Up front, you'll find a top-of-the-line conventional-style, yet hefty 43mm cartridge fork. The air-adjustable leading-axle fork has eight-position compression damping adjustability and boasts 11.6 inches of wheel travel.

The back end features Honda's Pro-Link single-shock suspension system, again, similar to that of the XR600R. The shock is made by Showa and has 20-way compression and rebound damping adjustments. Rear wheel travel is 11.0 inches.

Except for the bulging left side panel (required to fit the 12-volt battery), air-pump, gas tank "wings," taillight, mirrors and blinkers, the XR650L looks almost identical to the all-dirt XR600R.

The tank wings, according to Honda, were installed for one reason - the speed limit-less highways of Europe, believe it or not. Apparently, as discovered during testing, when traveling at a high rate of speed for long periods of time, excessive heat would build up around the spark plug area, so more cooling air needed to be funnelled to that area. In

(Left) The XR650L is an extremely tall motorcycle with a 37.4-inch seat height. It's also quite heavy at a claimed dry weight of 324 pounds. (Below) The big 43mm Showa fork features a cartridge system.



normal conditions, the wings aren't needed and can be easily removed.

The XR650L is not a light motorcycle by any means. Its claimed dry weight is a realistic 324 pounds! That's approximately 60 pounds heavier than the XR600R, which is not an exactly light motorcycle to begin with.

Riding the beast

One press of the starter button and the XR650L fires to life. There's no doubt that electric starting on a single cylinder, big-bore four-stroke is literally worth its weight in aluminum alloy.

Even before you hit the starter button, you'll notice that the XR650L is a tall motorcycle. Very tall. It takes significant effort to straddle the 37.6 inches of seat height to board the Honda, and once you're on top, it's tip-toe time, even for a six-foot-tall rider! Shorter riders might have a problem with the XR's height and will probably want to take some of the padding out of the seat.

Once you're rolling, though, you'll quickly forget about the height and concentrate on the XR600R-like torque, but you'll definitely know that you're not on the XR600R because of the 650's tall gearing. Right out of the crate, the XR650L is geared for the highway and there are large gaps between each gear, especially between first and second; in fact, it almost feels as though they forgot to install second gear. The tall gearing is actually quite nice for street riding but not for the dirt. On two-track dirt roads, first gear is too low, and in second gear, the motor labors until the "Rs" build. This is especially evident while climbing medium-grade hills. One tooth down on the countershaft sprocket should cure the problem, and, according to Honda, does.

The motor, as expected, is powerful. It pulls well off the bottom and revs quite high on top, exceptionally high for a big-bore single cylinder four-stroke. With the stock gearing, the XR650R cruises comfortably at 65 mph on the highway.

Because of its torquey motor, the XR650L is, like the XL600, an excellent wheelie bike. Pop the clutch in second gear, pull back slightly on the handlebars and the front climbs nicely and predictably. Traction, however, is a must. On dry ground, the stock rear tire has a hard time hooking up, which brings us to the next subject - tires.

The stock tires just don't stick very well on the dirt. Since the XR650L is quite heavy and tall, it likes to skate all over the trail, resulting in tired and aching muscles after a long day in the saddle. We immediately replaced the stock tires with DOT-stamped Metzeler Unicross knobby tires and they were a tremendous improvement, especially up front. If you don't want to replace both tires, at least change the front tire, which will make the XR650L much more docile and less of a handful on the trails.

With knobbies attached, the XR650L hooks up well and can be ridden much more aggressively. Ridden that way, you can really appreciate the XR's excellent brakes. Both front and rear discs are powerful and progressive and require little pressure on the brake lever and pedal.

As far as fuel range, the gas tank holds 2.6 gallons, and we consistently had to switch to reserve at just over 80 miles, which included a little bit of everything in terms of riding conditions, from highway cruising to two-track dirt roads to narrow trails. Fortunately, the XR has a half-gallon of reserve fuel. So, the XR should cover at least 100 miles before running dry, according to our calculations. For those who want more range, larger aftermarket gas tanks are already available for the XR650L.

The 650's suspension is praiseworthy, especially up front, thanks to the cartridge fork. It really works well, and you'll be thankful it does when motoring down rocky and rut-filled trails on the tall and heavy 650.

The rear shock works just as good. You can land off jumps with the confidence that the back end won't bottom harshly and swap. It tracks fairly well over the whoops, as well, but you can't push it as hard as you would the XR600R.

Everything else about the 650 is comparable to the XR600R. It's extremely comfortable, the seat is nice and wide, the controls are right where they should be, and the motor has already proven to be bulletproof. Reliability should be one of the 650's strongpoints.

Worth the wait?

Without a doubt, yes. This motorcycles lives up to everything that was expected of it. Although it's a little on the heavy and tall side, the XR650L is definitely a neat bike, thanks to its extremely good suspension and motor, and, of course, the electric starter.

Those of you who've held out on purchasing a new dual sport bike because you were awaiting the release of the XR650L, won't be disappointed. It works well on the trail, even more so if you change the tires, and cruises along decently on the highway, making it not only a great weekend bike, but a weekday commuter bike, as well. If you can't afford more than one bike in your garage, and you can't decide between a dirt bike or a street bike, then here's your salvation.

You'll love this one. CN

Specifications

1993 Honda XR650L

Engine type	Air-cooled, single-cylinder, four-stroke
Bore & Stroke	100 x 82mm
Compression ratio	8.3:1
Valve train	SOHC; 4-valve RFVC
Carburetion	40mm CV
Ignition	Solid state CD w/electronic advance
Oil capacity	2.4 qt.
Air filtration	Paper element
Engine dry weight (w/carb)	113 lbs.
Clutch	Wet, multi-plate
Transmission	5-speed, constant mesh
Final drive	#520 O-ring sealed chain; 15/45T
Starting system	Electric
Battery capacity	12 Volt
Front suspension	43mm air-adjustable leading-axle fork w/8-position compression damping adjustability
Rear suspension	Pro-Link single shock w/spring preload, 20-position compression and 20-position rebound damping adjustability
Wheel travel	Front: 11.6 in. Rear: 11.0 in.
Frame	Semi double cradle
Brakes	Front: 320mm, single disc w/twin-piston caliper Rear: 303mm, single disc w/single-piston caliper
Tires	Front: 80/100-21 Rear: 110/100-18
O/A length	86.0 in.
O/A width	33.7 in.
O/A height	49.0 in.
Wheelbase	57.3 in.
Seat height	37.4 in.
Ground clearance	13.0 in.
Dry weight (claimed)	324.0 lb
Fuel capacity	2.6 gal., including 0.5 gal. reserve
Color	White
Retail price	$4399

ENDURO National Championship Reliability Enduro Series: Round 6

Rodney Smith rode well enough on day two to clinch the overall win.

Kawasaki's Larry Roeseler finished fourth overall and third in the 250cc class.

Smith tops Trask Mountain Two-Day

By Mike Thuleen

YAMHILL, OR, JUNE 27-28

In the dusty woods of Oregon, Team Suzuki's Rodney Smith railed the second day of the Trask Mountain M.C. ISDE Qualifier to vault himself from fourth to first overall. Smith topped two special tests and the final motocross on day two to win the event by 30 seconds over Suzuki's DR350-mounted Jan Hrehor. Because there were only two very short special tests and the course was fairly wide open, the top 10 riders were all within 25 seconds of each other at the end of the first day.

The 55-mile-long course, which was run twice each day, proved to be very similar to those used in the past, utilizing quick twisty trails connected by fast logging roads. Day one featured a grass-track test course that took approximately two minutes to navigate, and which, like the entire course, was run in the opposite direction on day two. The terrain test averaged about three minutes in length on the first day, but in light of close scoring and comments from the riders, the event organizers decided to make it longer for day two, which made for scores just under six minutes for the faster riders.

As usual, the event proved to be immensely popular among local riders, and over 400 competitors participated. The Letter-of-Intent class fielded approximately 70 riders. Trask is always significant in that it is the final opportunity for riders to qualify for the U.S. ISDE team. In the past, some of the top riders who were already assured of a spot on the team would bypass the event. Now, however, the incentive to do well in the AMA National Reliability Enduro Series has motivated more top riders to participate, as evidenced by the fact that Team Kawasaki and Team Suzuki were both in full attendance.

Immediately after the start of day one, the riders entered the first grass track test, which caught many unprepared. "I rode like a slug," joked Senior class rider David Bowers. "It takes a long time for me to warm up in the mornings! But just two special tests isn't enough." That sentiment was echoed by several other riders, including Kawasaki's Kurt Hough.

Smith turned in the fastest time, with Randy Hawkins and Husaberg-pilot Jimmie Eriksson one and two seconds behind, respectively. Two 350cc Four-Stroke class riders, Jan Hrehor and David Rhodes came next, while Larry Roeseler, Jason Dahners, 125cc riders Scott McLaughlin and Jeff Odom, Hough, Keith Cayton, National Hare & Hound Champion Danny Hamel, Steve Hatch, and Senior class rider Bruce Rust all completed the test within five seconds of one another.

Kawasaki's Jimmy Lewis bailed heavily in the grass track test, and sported a badly bruised forearm and scratched helmet at the end of the day. "I don't know what happened," said Lewis. Lewis, a member of last year's triumphant ISDE Junior World Trophy Team, finished the day 14th in the 125cc class, and retired to his van to recuperate.

Practically none of the top riders dropped route points during the two days of competition, although several did drop out with mechanical problems. "I guess it just wasn't meant to be," said Husqvarna's Dan Neilson, who was one such rider. "Right out of the impound, my clutch cable broke in half and another one broke while I was putting it on. I just didn't feel like riding the whole weekend without a clutch like I did in Washington."

Eriksson dropped out just prior to the second terrain test, explaining, "This race is really dusty! I stopped my bike before the special test to wipe my goggles and it didn't start. The ignition went out."

A relieved Curt Wilcox sighed and said, "It looks like I may win one of these — my main competition is out!" Wilcox inherited the big-bore Four-Stroke class lead and went on to win the class by posting consistently strong test times and a blazing final-moto score.

Dwain Taylor, winner of the Senior class in the previous event in Washington, was also the victim of mechanical woes. "My bike broke on the second loop. It only runs on the bottom and in the midrange of the powerband, and you can't compete like that."

The second terrain test featured brief trail sections and fast fire roads. Hrehor took over the lead of the event with the quickest time. Hawkins and Roeseler moved into second and third, respectively, while Smith dropped to fourth as a result of crashes. "I guess I should've backed off through the trees," said Smith.

Odom again railed on his 125, turning in the third-quickest special-test time behind Hawkins and held fifth overall. "It was dusty and hot, and the second loop was like riding stairs," he said. With 400 riders on the course, many dust pockets and ruts had formed on the second loop, with an ever-increasing amount of dust in the air. Local rider Keith Cayton held sixth, with Hough, Hatch, Hamel, and 125cc Suzuki rider Jon King rounding out the top 10 positions.

Relaxing in the pits afterwards, Hough, who won the last three events at Trask, said, "It's dusty, dry, hard-pack and slick. I 'slipped down' three times; I wasn't going fast enough to fall down. It's so dusty!"

Kawasaki rider Hamel didn't agree, as he looked over and laughingly said, "You wimp! You need to come to a desert race and see real dust!" Emphasizing his point, the National Hare & Hound Champion said, "I'd rather ride in the dust than the mud any day. Trask is a good change from the mud of Washington, and it was a pretty kick-back day."

The skies clouded up overnight, but the threat of rain did not materialize. Instead, a light mist covered the area, layering the riders and bikes with a pasty film of dust. In the higher elevations, the moisture contributed to the fast logging roads becoming extremely slick and slimy. Times were speeded up by the club, but the riders still had three to four minutes to spare at the checks.

Smith regained the lead by besting Hrehor by 13 seconds in the terrain test. The test had been changed from the previous day and was now run almost entirely on a fire road section. Hawkins turned in the third fastest time a few seconds behind Hrehor, with Hough just one second behind him. "That terrain test was just hairball — just wide-open!" said Hough.

Odom agreed, "It was insane! It was just roads with ruts in corners. I was going sideways with a wheel in each rut, with my bike completely pinned. I was really glad when (the ruts) came together!" Husaberg-pilot Rhodes commented further, "I have six gears on my bike and that still wasn't enough!"

Hatch, who endoed in day one's grass track, fell victim to the high speeds of the terrain test, as well. Hatch's teammate Hawkins, said, "When I was at the next check, Steve (Hatch) came riding up and he was covered with leaves and mud with his visor bent up and his eyes all glassy. I said, 'Steve, are you alright?' and he just kind of sat there."

Hatch said, "I was coming down this muddy hill to a corner with a big old berm on that road in the terrain test and I waited until the last second to hit the brakes. It was too late! I went 'Oh, no!' and cartwheeled over the bank!"

While Hatch was unhurt in the crash, it effectively cost him about 30 seconds and five places in the overall finishing order.

Leading the Senior class, Rust said, "I was sure glad we didn't have to use that road as a special test the second time we went around the course!"

The subsequent grass track test, on a slick track, did not affect the outcome of the race, so the last motocross became the battleground to decide the final results. The 125cc category was one for which this was particularly true. At the end of the first day, Odom, King and Scott McLaughlin were within 17 seconds of each other, and the two special tests of day two had not separated them much more. Despite a severely twisted ankle, McLaughlin pulled the first 125cc moto holeshot, with David Lykke, Odom, McLaughlin and Mark Kerling in the top slots. Lykke, Odom and McLaughlin all crashed early on in the race, doing spectacular uphill cartwheels as they crossed a nasty ditch in the grass track. They all remounted, but it was King who took the moto and class win away from Odom. Kerling and McLaughlin also benefitted from the final seven-lap motocross to finish second and third in the class.

The second 125cc moto further impacted the final results, as Lewis and Ron Lawson wreaked havoc on the field. Lewis' terrible first day had left him almost dead last in the class. Lewis and early moto leader Lawson pulled away to leave Darren Rivers and Rob Riley to battle over third. With the help of a strong terrain test, Lewis' determined moto effort boosted him from 14th in class to fifth as he shredded the field.

Smith devastated the first 250cc class moto, holeshotting and easily pulling away, leaving Hough and Roeseler to fight over second. Local rider Rick Bozarth rubbed knobbies behind Roeseler until a flat front tire put him back behind a battling Hawkins and Hatch. Though Hawkins' arms pumped up, Hatch was unable to get by and finished fifth ahead of Bozarth and Clayton. Due to the decisive nature of Smith's victory, it seemed that only

Hrehor could be considered a threat to Smith's overall victory.

Dan Richardson collected the second 250cc moto victory ahead of Todd Mathwig, Darren Sanford, Scott Drafs and Michael Haas. Despite Richardson's moto victory, he finished ninth in the class behind Sanford.

The 350cc Four-Stroke moto featured a motivated Rhodes pulling the holeshot and winning the moto over Hrehor. Hrehor stuck with Rhodes early in the moto, but as the dust increased he eased back. "I broke the clutch cover, so I had no clutch," Hrehor said. "It was very difficult to ride. I had a dead-last start, but I almost passed Rhodes going through the mudhole on the first lap. It was very dusty and dangerous, so I made the decision to slow down and not crash in the dust." Nevertheless, Rhodes was ecstatic. "I finally beat Jan (Hrehor) in a moto!"

While Rhodes turned in one of the fastest moto times of the event, it was still over 25 seconds behind that of Smith's. Consequently, Hrehor was unable to regain the lead from Smith and finished second overall. Bertram finished the moto in third ahead of Glenn Martinson and Bob Holmes. Dan Harte was running strong but dropped out, explaining, "I lost compression and I think that my bike sucked a valve."

Hamel raged in the first Open class moto, winning comfortably over Phil Douglas, Jason Dahners, Jim Gray and Bruce Field as the dust became more intense. In the second Open class moto, Washington's Scott Lathrop leapt in front of Tommy Ady and Bob Johnson. "This was definitely the best part of the weekend!" said Lathrop.

The Seniors and remaining Open Four-Strokes were combined in the last moto of the event. Suzuki-mounted Bruce Rust nailed the holeshot but was heavily challenged by Wilcox. Several laps into the moto, Rust got sideways coming out of a tricky corner and Wilcox thundered past. Ken Maahs was making a tremendous charge but hit the deep, square-edged ditch and flipped. As they took the checkered flag, Wilcox led Rust across the line, while John Moody, Maahs and Dale Demaris followed.

After the race, when asked about his failure at making this event his fourth Trask victory in a row, Hough replied, "It's L.R.'s (Larry Roeseler's) fault! We had a deal since he had won Virginia City three times, that if he won it this year that I would win Trask. Well, he lost Virginia City to Rodney Smith this year, and now I've lost Trask to Smith, also. So our streak has been broken!" CN

Results

O/A: 1. Rodney Smith (Suz); 2. Jan Hrehor (Suz); 3. Kurth Hough (Kaw); 4. Larry Roeseler (Kaw); 5. Randy Hawkins (Suz); 6. Danny Hamel (Kaw); 7. David Rhodes (Hbg); 8. Jon King (Suz); 9. Rick Bozarth (KTM); 10. Scott Lathrop (Suz); 11. Steve Hatch (Suz); 12. Mark Kerling (Hon); 13. Jason Dahners (Kaw); 14. Scott McLaughlin (Hon); 15. Jeff Odom; 16. Keith Cayton (Kaw); 17. Dave Bertram (Suz); 18. Darren Sanford (Suz); 19. Jim Gray; 20. Dan Richardson (Kaw).

OPEN: 1. Danny Hamel (Kaw); 2. Scott Lathrop (Suz); 3. Jason Dahners (Kaw); 4. Jim Gray; 5. Phil Douglas (KTM); 6. Tommy Ady (Kaw); 7. Robert Johnson; 8. Bruce Field; 9. Daryl Folks (Kaw); 10. Phillip West.

250: 1. Rodney Smith (Suz); 2. Kurt Hough (Kaw); 3. Larry Roeseler (Kaw); 4. Randy Hawkins (Suz); 5. Rick Bozarth (KTM); 6. Steve Hatch (Suz); 7. Keith Cayton (Kaw); 8. Darren Sanford (Suz); 9. Dan Richardson (Kaw); 10. Todd Mathwig.

125: 1. Jon King (Suz); 2. Mark Kerling (Hon); 3. Scott McLaughlin (Hon); 4. Jeff Odom; 5. Jimmy Lewis (Kaw); 6. Dana Van Stee (Kaw);7. David Lykke; 8. Donny Simone; 9. Rob Riley; 10. Ron Lawson (Kaw).

SR: 1. Bruce Rust (Suz); 2. Ken Maahs (KTM); 3. Dale Demaris (Suz); 4. Jim Walker; 5. David Bowers (Suz); 6. Tom Ebersole (Hus); 7. Greg Lykke.

350 4-STRK: 1. Jan Hrehor (Suz); 2. David Rhodes (Hbg); 3. Dave Bertram (Suz); 4. Glenn Martinson (Suz); 5. Bob Holmes; 6. Dan Harte (Hus).

OPEN 4-STRK: 1. Curt Wilcox (Hon); 2. John Moody (Hus); 3. Blake Landon (Hon).

NATIONAL Road Racing CHAMPIONSHIP

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1992 AMA NATIONAL ROAD RACE SCHEDULE

DATES	LOCATION	TICKET INFO/WINNERS	TELEVISION AIR DATES
March 2-8	Daytona International Speedway Daytona Beach, FL	Superbike: Scott Russell 250 GP: Colin Edwards Supertwins: Pascal Picotte	TNN-Sept. 27 - 2 PM EDT
April 25-26	Laguna Seca Raceway Monterey, CA	Superbike: Doug Polen 250 GP: Colin Edwards Supertwins: Pascal Picotte	May 28-Prime Network June 11-Prime Network
May 2-3	Charlotte Motor Speedway Charlotte, NC	Superbike: Jamie James 250 GP: Colin Edwards Supertwins: Pascal Picotte	June 25-Prime Network July 2-Prime Network
May 30-31	Texas World Speedway College Station, TX	Superbike: Freddie Spencer 250 GP: Rick Kirk Supertwins: Pascal Picotte	No Broadcast Scheduled
June 13-14	Brainerd International Raceway Brainerd, MN	Superbike: Doug Polen 250GP: Colin Edwards Supertwins: Jimmy Adamo	July 16-Prime Network July 30-Prime Network
June 20-21	New Hampshire Int'l Speedway Loudon, NH	Superbike: Scott Russell 250GP: Jimmy Filice Supertwins: Pascal Picotte	Aug. 6-Prime Network Aug. 20-Prime Network
June 27-28	Road America Elkhart Lake, WI	Superbike: Jamie James 250GP: Chris D'Aluisio Supertwins: Pascal Picotte	Sept. 3-Prime Network Sept. 10-Prime Network
August 1-2	Mid-Ohio Sports Car Course Lexington, OH	(419) 884-4000	Sept. 17-Prime Network Oct. 1-Prime Network
Oct. 10-11	Texas World Speedway College Station, TX	(800) 299-TEXAS	Oct. 29-Prime Network Nov. 5-Prime Network

Viewers should consult local listings of their Prime Network affiliates for air times.

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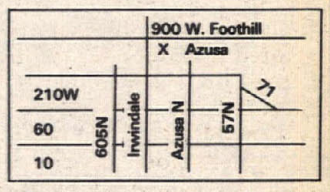

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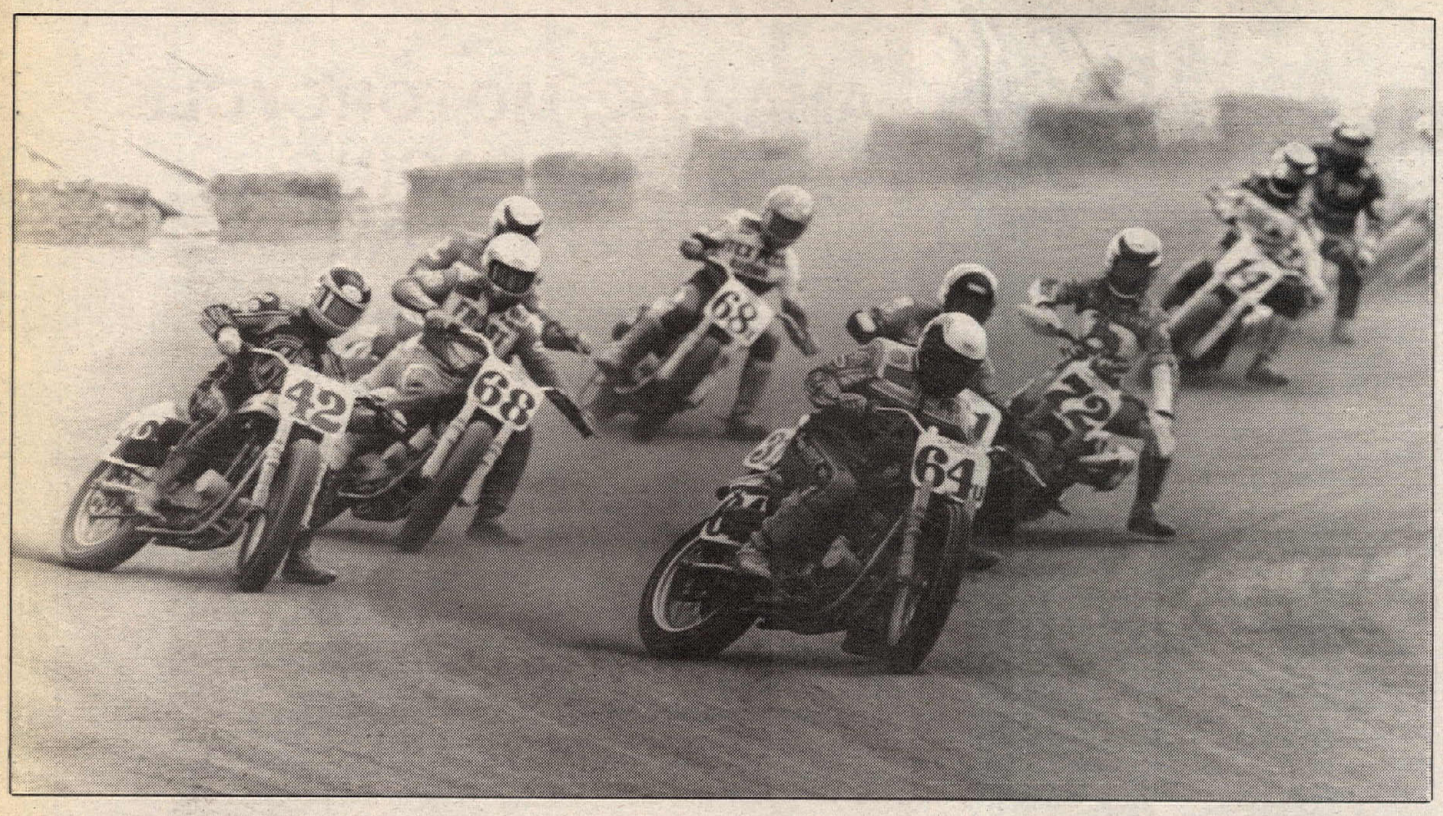
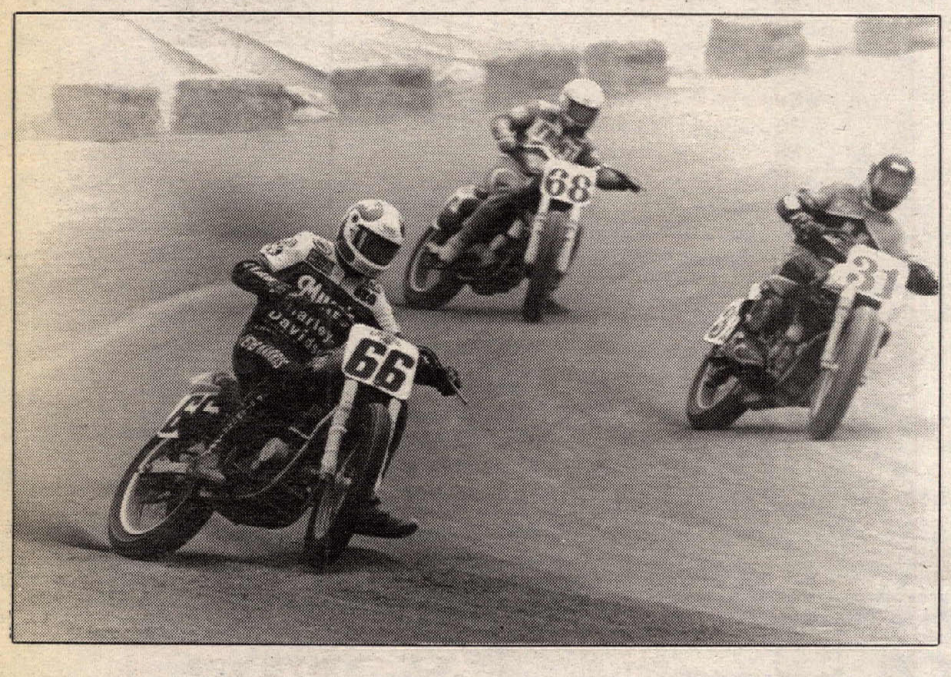
DIRT TRACK AMA Eastern Regional Championship Series: Round 8



Steve Morehead (42) railed past early leader Georgie Price (64U) to win the Norwalk Half Mile Regional. Price finished second.

George Roeder II (66) topped the field at the Greenville Half Mile Regional.



Norwalk Half Mile laurels to Morehead

By Bert Shepard

NORWALK, OH, JUNE 21

"I have a prediction to make," said Steve Morehead, after topping the 2nd Annual Rock and Race Norwalk Half Mile, sponsored by Roeder Harley-Davidson. "Today's third place finisher, 'Geo' Roeder, will win his first National next week at the Lima Half Mile."

Morehead, the elder statesman of Ohio dirt track racing, paid tribute to the bravest of the young lions, George Roeder II. Roeder raced back from dead last to finish third in the Expert main behind runner-up Georgie Price.

James Hart continued his winning ways in the Junior main event by besting his younger brother, Roy Hart, and Pat Buchanan. Mike Warner scored his first win as a pro, topping the Pro-Am main event.

Roeder was the fastest qualifier, circulating the half mile track in 25.454 seconds. Morehead dusted off Ol' Paint, his venerable Harley-Davidson XR750, and turned in the second-fastest time of 25.757. Larry Pegram was the only other rider to dip into the 25-second bracket with a 25.790.

In the first heat race, Scott Stump ripped off the line aboard his new Rotax and led the field into turn one. Roeder suffered a mid-pack start, but took control of the race by the second lap.

"Boy, I'm not sure what's going on. Everything that happens to my brother Jess' bike also happens to mine," said Roeder of his poor start. "This morning, he was having clutch problems, and now I am."

Roeder went on to easily win the first heat, which would also be the fastest of the evening. Stump faded to fifth, while Greg Sims, Kris Kiser and Bryan Villella finished second through fourth, in that order, and headed for the main.

Ingram put his Honda into the lead at the start of the second heat race. Morehead started second, and seemed to be waiting for the right moment to strike.

"The track was a little wet, and I was waiting for it to brush off," said Morehead.

An inside move in turn three put Morehead into the lead for good. Ingram held on to second, ahead of Danny Koelsch and Ian Segedy.

Pegram got off the line first in the third heat, but he only enjoyed the lead for a few laps, as Erichsen smoked past and into the lead. Pegram's troubles weren't over, as Price nipped him for second as they raced towards the checkered flag. Don Estep finished a distant fourth and earned the last transfer position into the main.

One of the traditions that takes place at the Huron County event is the Roeder vs. Rall runoff. The two Ohio legends - George Roeder Sr. and Ronnie Rall - squared off once again before the start of the main events. This year, Roeder didn't want to play and disappeared from Rall. The crowd was lucky to watch Rall ride, as he had bailed off his Harley earlier on and was in pain.

At the start of the Expert main, the younger George Roeder occupied the pole position, but his clutch problems were not yet over. Morehead grabbed the holeshot, while Roeder was stuck on the line.

"I finally just jammed it into gear," said Roeder, who started dead last.

Price stalked Morehead, but the veteran held on for the win aboard his Gary Stolzenburg-tuned, F&S H-D/KK Motorcycle Supply/Sheperd Chemical Co./John Dragoo-sponsored Harley-Davidson. Price finished second, while Roeder blasted through the field to finish third.

Jess Roeder had the start wired in the Junior main, and led for three laps. Pat Buchanan and James Hart tired of eating Roeder's dust, and both riders slid past on lap four. Buchanan and Hart traded the lead several times before Hart took control for good. Buchanan held on for second, ahead of Roeder.

R.J. Overholt assumed the early lead in the Pro-Am main before pole-sitter Warner forced his way past. Charles Buchanan and Mike Hacker battled over third, while two of their competitors tangled and went down.

On the single-file restart, Warner was at the point, but fell prey to a fast-starting Overholt. Warner pulled out the stops and put his Mike Stauffer Motors/New Tech Racing/Jeff Armbruster Paints/Mom and Dad-sponsored Rotax into the lead and went on to win. Overholt was forced to settle for second, ahead of Hacker. CN

Results

EX: 1. Steve Morehead (H-D); 2. Georgie Price (H-D); 3. George Roeder (H-D); 4. Dan Ingram (Hon); 5. Darren Erichsen (H-D); 6. Larry Pegram (H-D); 7. Dan Koelsch (H-D); 8. Greg Sims (H-D); 9. Kris Kiser (W-R); 10. Donnie Estep (H-D); 11. Ian Segedy (H-D); 12. Brian Villella (H-D).

JR: 1. James Hart (W-R); 2. Pat Buchanan (W-R); 3. Jess Roeder (H-D); 4. Kevin Varnes (W-R); 5. Bret Beyer (H-D); 6. Roy Hart (W-R); 7. Tim Selby (W-R); 8. Brent Armbruster (W-R); 9. Bill Adams (W-R); 10. Scott Snoop (W-R); 1. Steve Marth (W-R); 12. Mike Butler (W-R).

PRO-AM: 1. Mike Warner (Rtx); 2. R.J. Overholt (W-R); 3. Mike Hacker (Rtx); 4. Charles Buchanan (Rtx); 5. Brian Knippenberg (W-R); 6. Jack Franklin (Hon); 7. Dan Crawford (Rtx); 8. Chad Groescup (Hon); 9. John Lowe (H-D); 10. Scot Summers (Hon); 11. Matt Schoonover (W-R); 12. Bob Williams (H-D).

EASTERN REGIONAL CHAMP'SHIP POINT STANDINGS

EX: 1. George Roeder II (99); 2. Larry Pegram (66); 3. Georgie Price (51); 4. Darren Erichsen (45); 5. Steve Morehead (44); 6. Dan Ingram (42); 7. Ricky Graham (31); 8. Kris Kiser (26); 9. Greg Sims (25); 10. Will Davis (21).

JR: 1. James Hart (103); 2. Jess Roeder (86); 3. Scott Snoop (57); 4. Brent Armbruster (51); 5. Roy Hart (49); 6. Kevin Varnes (44); 7. Pat Buchanan (43); 8. Bret Beyer (39); 9. Rodney Mashue (39); 10. Bill Newkirk (30).

PRO-AM: 1. Mike Hacker (87); 2. Charles Buchanan (84); 3. Jesus Crawford (51); 4. Mike Warner (46); 5. Chad Groescup (40); 6. R.J. Overholt (39); 7. Shawn Clark (27); 8. Jack Franklin (27); 9. Bob Williams (26); 10. Rob Weiss (20).

AMA Eastern Regional Championship Series: Round 7

Roeder blasts Greenville HM

By Bert Shepard

GREENVILLE, OH, JUNE 20

"This is getting to be fun, I don't have to be as aggressive as I used to," said George Roeder II, after topping the field at the Treaty City M.C.-promoted Greenville Eastern Regional Half Mile. "Things are just clicking, especially with all the help we've been getting lately."

Roeder, as did a large number of Experts, used the Regional as an opportunity to tune up for the Lima National Half Mile. Trailing Roeder across the finish line were Georgie Price and Larry Pegram.

The race was marred by the death of Junior class competitor Rodney Mashue, who lost his life in a crash during the Junior main event.

James Hart bested the Junior final after a restart, and Mike Hacker won the Pro-Am main.

Four racers dipped into the 26-second bracket in time trials, and Roeder set the pace with a 26.106 second lap. Darren Erichsen's 26.746 was close behind, as were Pegram's 26.834 and Dan Ingram's 26.835. Roeder, Erichsen and Pegram would sit on the poles in the three heat races.

Steve Morehead led the first eight-lap heat briefly before a broken shock relegated him to an eighth-place finish. Roeder inherited the lead, but

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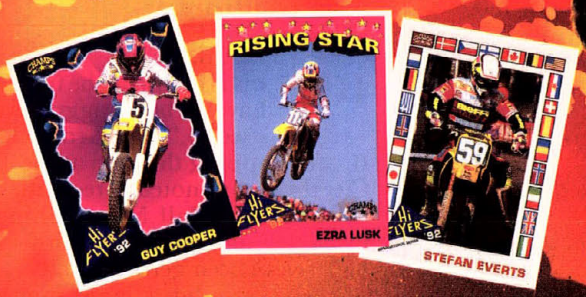

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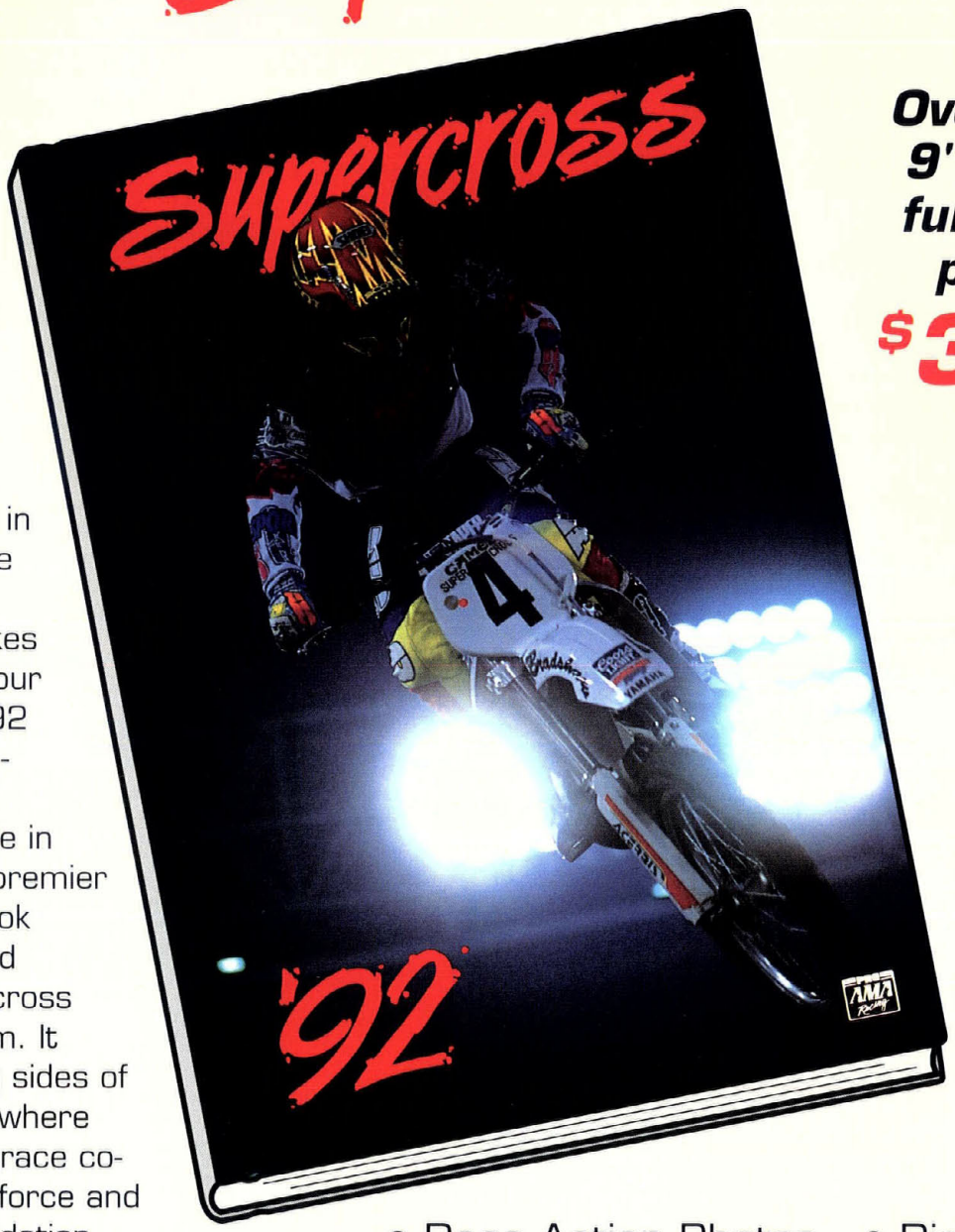

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had his hands full with a hard-charging Ingram. Roeder rode the high line, while Ingram elected to stay in the middle of the race track. Roeder held on for the win ahead of Ingram, while Danny Koelsch and Kurt Rehmert finished third and fourth, respectively. Those four riders transferred directly to the main event.

The second heat was won by an unfamiliar face as Dave Rayburn notched the win, and posted what would be the second-fastest heat race time of the night. Erichsen, Scott Stump and Greg Sims filled out the top four and readied themselves for the main.

The third and fastest heat race of the night belonged to Pegram. Harold Dorsey turned in a fine ride for second, but was no match for Pegram. Price and Kris Kiser rounded out the top four, while Chance Darling finished fifth and would be the evening's alternate rider.

Fast heat winner Pegram selected the outside pole at the start of the main and took advantage of it by leading the field into turn one. The rider on the move, though, was Price. In the words of his tuner, Pops Sweeten, "Don't ever give that boy an outside starting position on a track like this!"

Price, using an aggressive riding style, forced his way into the lead before the completion of lap one.

Roeder was not impressed, and dove under Price in turns one and two at the start of the third lap. With that, Roeder never looked back and left Price to keep the field at bay. Price was up to the task, and easily held Pegram, Ingram and Stump behind.

Well ahead of Price, Roeder crossed the finish line the winner aboard his Roeder's H-D/Mike's H-D/Herb Harris/Sartin Trucking/KK/LC Racing/Huron River H.O.G./Southeast H-D/Sherman Farms/Fulton Ent./Bell/Johnson's Body Shop-backed Harley-Davidson.

After Mashue's fatal accident, the Junior main was regridded and James Hart was quick to grab the lead. Once into the point, Hart never looked back and romped off with the win. At the halfway point, Pat Buchanan, Jess Roeder and Roy Hart battled over the runner-up spot. No changes in position were made, and James Hart led Buchanan, Roy Hart and Roeder across the finish line.

R.J. Overholt grabbed the holeshot in the Pro-Am main, and Bob Williams, Jake Zemke, Hacker and Jesus Crawford argued over second. Hacker eventually took control of the spot and began to reel in Overholt. Hacker found his way past, and his task was made even easier when Overholt slid out on the last lap. Zemka motored home second, ahead of Williams.

"I was taking my time reeling him in," said Hacker. "I knew I could catch him."

Zemke was happy with his second-place finish, stating, "This is only my second pea gravel race, all of the guys back home warned me about this stuff." CN

Results

EX: 1. George Roeder II (H-D); 2. Georgie Price (H-D); 3. Larry Pegram (H-D); 4. Dan Ingram (Hon); 5. Scott Stump (Rtx); 6. Darren Erichsen (H-D); 7. Kris Kiser (Rtx); 8. Harold Dorsey (H-D); 9. Curt Rehmert (H-D); 10. Greg Sims (H-D); 11. Danny Koelsch (H-D); 12. Dave Rayburn (H-D).

JR: 1. James Hart (W-R); 2. Pat Buchanan (W-R); 3. Roy Hart (W-R); 4. Jess Roeder (H-D); 5. Brent Armbruster (W-R); 6. Joel Barrow (W-R); 7. Bret Beyer (H-D); 8. Jack Mayer (W-R); 9. Scott Snoop (W-R); 10. Bill Adams (W-R); 11. Mike Butler (W-R); 12. Bob Knapp (H-D).

PRO-AM: 1. Mike Hacker (Rtx); 2. Jake Zemke (Rtx); 3. Bob Williams (H-D); 4. Jesus Crawford (Rtx); 5. John Lowe (H-D); 6. Chad Groescup (Hon); 7. Charles Buchanan (Rtx); 8. Steve Wilson (W-R); 9. Eddie Hidden (H-D); 10. David Kirby (Hon); 11. Roger Denmeyer (Hon); 12. R.J. Overholt (W-R).

One good turn deserves another...

1992 MOTORCYCLE MADNESS ON PRIME NETWORK

(WGP denotes World Grand Prix; AMA denotes AMA National Road Race Series)

Air Date	Event/Venue	Air Date	Event/Venue	Air Date	Event/Venue
April 30	WGP — Japan	July 16	AMA — Brainard, MN	Sept. 24	WGP — United Kingdom
May 7	WGP — Australia	July 19*	WGP — France	Oct. 1	AMA — Mid Ohio
May 14	WGP — Malaysia	July 23	WGP — Holland	Oct. 8	WGP — Brazil
May 21	WGP — Spain	July 30	AMA — Brainard, MN	Oct. 15	WGP — TBA
May 28	AMA — Laguna Seca	Aug. 2*	WGP — United Kingdom	Oct. 22	WGP — South Africa
June 4	WGP — Italy	Aug. 6	AMA — Louden, NH	Oct. 29	AMA — Texas World
June 11	AMA — Laguna Seca	Aug. 13	WGP — Hungary	Nov. 5	AMA — Texas World
June 14*	WGP — Germany	Aug. 20	AMA — Louden, NH	Nov. 12	WGP — Season Review
June 18	WGP — Europe	Aug. 27	WGP — France		
June 25	AMA — Charlotte	Sept. 3	AMA — Road America		
July 2	AMA — Charlotte	Sept. 10	AMA — Road America		
July 9	WGP — Germany	Sept. 17	AMA — Mid Ohio		

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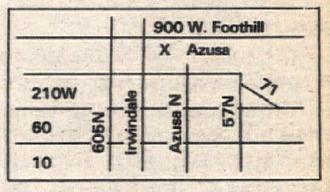

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MOTOCROSS AMA Southeastern Youth Regional Qualifier

Kenny Yoho (2) holeshot and won the 125cc (12-15 year-old) Stock class.

Matt Henderson (15) overcame mediocre starts to win the 125cc C Stock class.

Ricky Carmichael (167) passed Scott Pinson (841) for the 85cc class win.

Matt Walker (27) led Jeff Ryan (85) in 65cc action. Walker won the overall.

Yoho, Pocoroba battle at Devils Ridge MX

By Gary Crider

SANFORD, NC, JUNE 20-21

Floridians Kenny Yoho and Anthony Pocoroba clashed in the 125cc 12-15 Stock and Modified divisions and came away with a class win each in the AMA Southeastern Youth Regional Qualifier at Devils Ridge MX. Ricky Carmichael and Richie Horton were the weekend's only double-class winners. Carmichael won each time out in both the 85cc (9-13) Modified and (12-13) Stock divisions while Horton was perfect in the 85cc (14-15) Stock and Modified classes.

The winner of each class took home a new Dunlop tire as part of the "Dunlop Days" promotion and every rider's name was in the hat for a new Suzuki RM80 given away by Honda/Suzuki of Sanford. Curtis Daniels won the bike. Over 300 entrants, representing 12 states, were on hand for the event.

Each of the 14 Youth, Women and Amateur C classes were to run three motos, spread out over two days. Sunday's program was cut short, however, when a thunderstorm blasted the track. Severe weather warnings were issued and referee Stanley Tipton cancelled the remaining third motos. Hence, most of the results were based on two motos only. The top seven finishers in each class were guaranteed a starting position in the upcoming AMA/Loretta Lynn's National.

Suzuki of Lake Wells/AXO/ProAction/Oakley-backed Yoho and Honda of West Tampa/Barr's/AXO/Torco/RRP/No Limit/Renthal-backed Pocoroba were the top two finishers in every moto of 125cc (12-15) Stock and Modified racing. Their rivalry was capped off in the final modified moto when Pocoroba stormed back from an eighth place start, surprised race leader Yoho and took the win.

"I just lost my concentration and put my wheels in two different ruts," said Yoho explaining how he crashed, surrendering his 12-second margin. Pocoroba slipped past Yoho for the lead but Yoho stayed on Pocoroba's fender all the way to the flag in the weekend's most exciting match. The win clinched the Modified title for Pocoroba over Yoho. Jason Sybert, Patrick Hizel and Damyn Swanepoel rounded out the top five.

Yoho came back to win the 125cc (12-15) Stock class over Pocoroba while Hizel edged James Humphrey for third place gold.

The large and hotly contested 51cc class saw Tom's Cycles of Cleveland, Tennessee-backed Chad Hampton emerge victorious with his 2-2-3 score over Chaz Northey who posted a 5-1-2 tally. Sky Racing/Boyesen/PJ-1/WD-40/Scott-backed James Stewart won the first and third motos but, while leading the second moto, Stewart's bike ran out of gas. Stewart was able to refuel and finish but had to settle for an eventual fifth overall.

Barr/PJ-1/Pit Stop-backed Matt Walker nailed down a perfect score in the 65cc division while Jessie Ballard and Aaron Lindsey wrestled for runner-up honors. Ballard held the edge in a tied score.

Walker returned to contest the 85cc (7-11) Stock class but it was Drug Free All-Stars/Cycle World of Baltimore/Shoei-backed Travis Pastrana who came out on top after sharing moto wins with runner-up Walker. Pastrana, who was the only seven-year-old to compete in this class last year at Loretta Lynn's, said, "My first moto was the hardest. Jessie Ballard was right behind me and passed me when I almost wrecked. But then he wrecked and I got the win." Ballard was third overall behind Walker.

AXO/No Limit/Tri City Honda-backed Kym Sybert won both motos in the Women's division despite a second moto crash that temporarily set her back to third spot. Maryland's Amber Hughes was second and returned to claim fourth in the male-dominated 85cc (12-13) Stock class. Veteran Beth Rewis had to settle for third overall and said, "I wanted to win, but qualifying was the main thing."

Matt Henderson topped the 125cc C Stock class with a perfect score after holding off a hard-charging Timothy Bruce late in the final moto.

Bruce returned to win the 250cc C Stock class after going by race leader Marty Williams in the final moto. Williams was second over Glenn Bates. CN

Results

50 AUTO: 1. Chad Hampton (Yam); 2. Chaz Northey (Yam); 3. Isha Wood (Yam); 4. Stephen Martin (Yam); 5. James Stewart (Yam); 6. Jeffrey Fields (Yam); 7. Zach Rutledge (Yam).

65 STK: 1. Matt Walker (Kaw); 2. Jessie Ballard (Kaw); 3. Aaron Lindsey (Kaw); 4. Donald Leddy (Kaw); 5. Cam DuBose (Kaw); 6. Josh Faustino (Kaw); 7. Dusty Tindill (Kaw).

85 7-11 STK: 1. Travis Pastrana (Suz); 2. Matt Walker (Kaw); 3. Jessie Ballard (Kaw); 4. Jeremy Shuttleworth (Kaw); 5. Aaron Lindsey (Kaw); 6. Donald Leddy (Kaw); 7. Paul Justus (Kaw).

85 9-13 MOD: 1. Ricky Carmichael (Kaw); 2. Robbie Horton (Kaw); 3. Scott Pinson (Suz); 4. D. Shae Bentley (Kaw); 5. Ken Jones (Hon); 6. Ashley Bruce (Suz); 7. Jon Boruff (Suz).

85 12-13 STK: 1. Ricky Carmichael (Kaw); 2. Scott Pinson (Suz); 3. D. Shae Bentley (Kaw); 4. Amber Hughes (Suz); 5. Jon Boruff (Suz); 6. Josh Kielty (Suz); 7. Ashley Bruce (Suz).

85 14-15 STK: 1. Richie Horton (Kaw); 2. Paul Currie (Kaw); 3. Jarrett Tipping (Suz); 4. Danny Haynes (Kaw); 5. Travis Langston (Suz); 6. Mackenzie Perry (Hon); 7. Jacob Dombrosky (Suz).

85 14-15 MOD: 1. Richie Horton (Kaw); 2. Paul Currie (Kaw); 3. Danny Haynes (Kaw); 4. Jarrett Tipping (Suz); 5. Travis Langston (Suz); 6. Wayne Wilke (Kaw); 7. Mackenzie Perry (Hon).

125 (12-15) STK: 1. Kenny Yoho (Suz); 2. Anthony Pocoroba (Hon); 3. Patrick Hizel (Suz); 4. James Humphrey (Suz); 5. Jason Sybert (Hon); 6. Damyn Swanepoel (Yam); 7. Gary Kellum (Hon).

125 (12-15) MOD: 1. Anthony Pocoroba (Hon); 2. Kenny Yoho (Suz); 3. Jason Sybert (Hon); 4. Patrick Hizel (Suz); 5. Damyn Swanepoel (Yam); 6. Gary Kellum (Hon); 7. Daniel Burnett (Hon).

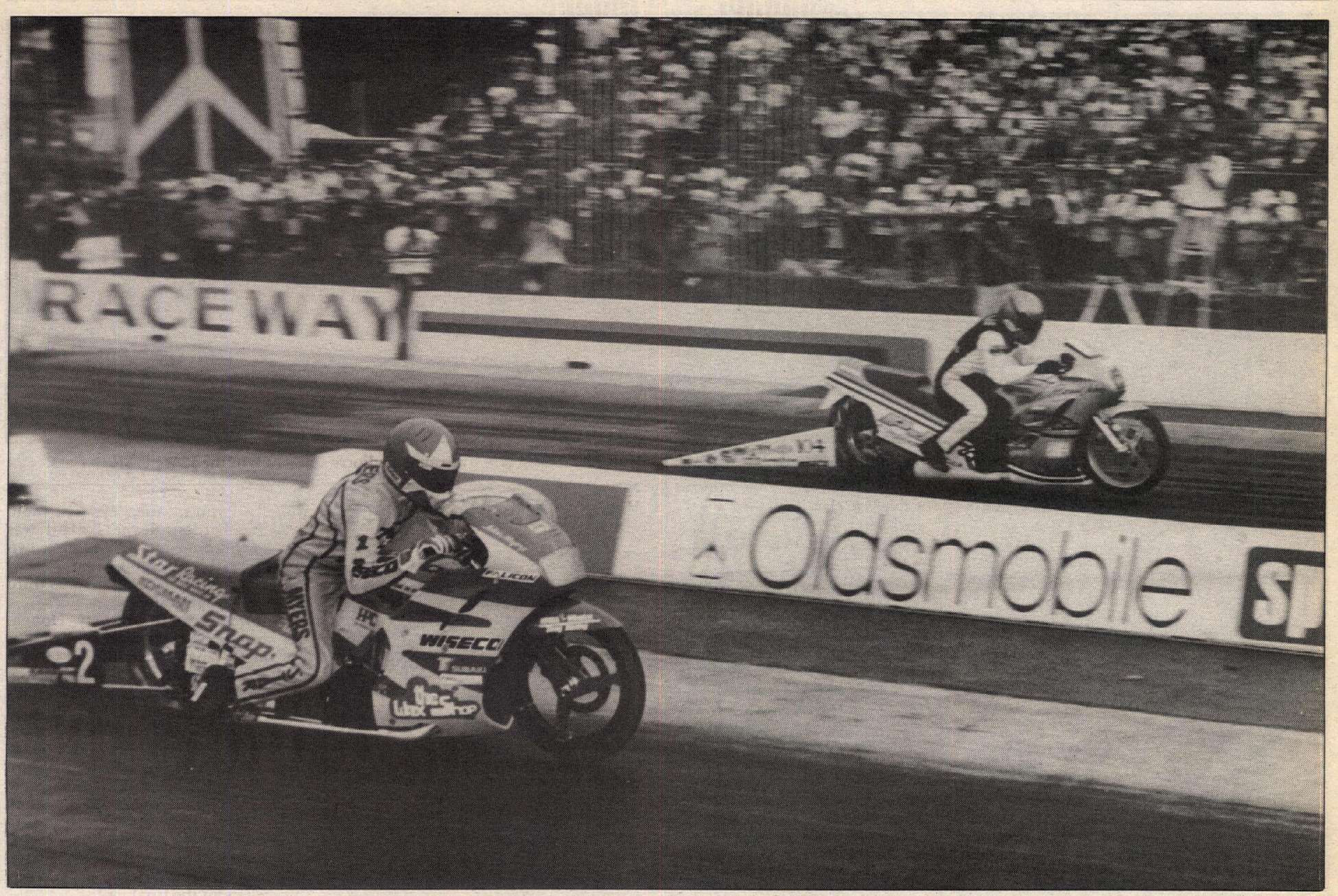
125 C STK: 1. Matthew Henderson (Kaw); 2. Timothy Bruce (Suz); 3. Jason Hutcheson (Suz); 4. Curtis Daniels (Suz); 5. Jason McCall (Kaw); 6. Scott Lamb (Hon); 7. Clete DuBose (Kaw).

125 C MOD: 1. Jason Grier (Hon); 2. Jacob Kielty (Suz); 3. Paul Leigh (Kaw); 4. Paige Hilliard (Kaw); 5. Jerry Knowles (Suz); 6. Jason Hutcheson (Suz); 7. Keith Bailey (Kaw).

250 C STK: 1. Timothy Bruce (Suz); 2. Marty Williams (Kaw); 3. Glenn Bates (Kaw); 4. Curtis Daniels (Suz); 5. Keith Nevers (Suz); 6. Scott Taylor (Suz); 7. Jeffrey Donaldson (Kaw).

250 C MOD: 1. Billy Taylor (Hon); 2. Michael Church (Hon); 3. Marty Williams (Kaw); 4. Paige Hilliard (Kaw); 5. Rod Stuckey (Kaw); 6. Scott Taylor (Suz); 7. Matthew Henderson (Kaw).

WMN: 1. Kym Sybert (Hon); 2. Amber Hughes (Suz); 3. Beth Rewis (Kaw); 4. Stacy Nodine (Kaw); 5. Kimberly Hinton (Hon); 6. Bridget Bost (Kaw); 7. Patty Millan (Hon).



John Myers (near lane) edged out John Mafaro (far lane) in the final round, and vaulted himself into first in the series point standings with one round remaining.

Myers untouchable in Ohio

By Todd Veney

KIRKERSVILLE, OH, JUNE 19-21

Before the 1992 NHRA Springnationals, Star Racing's John Myers had won every race on the NHRA tour but two. Now just one remains: the Southern Nationals in Atlanta, where he has been to three straight finals but lost every time.

With as convincing a victory as any drag racer ever enjoyed at any race, Myers, the 1990 NHRA Champion, has vaulted into first place in the NHRA/Winston rankings in what was the fourth lead change in as many races this season.

But that's not what he wanted to talk about. "I finally won a race here," Myers said of National Trail Raceway in bucolic Kirkersville, Ohio, just east of Columbus. To hear him tell it, Myers, a three-year veteran who has yet to finish ranked lower than second, still hasn't gotten over an upset first-round loss at last year's Springnationals, a defeat he blames for his losing the 1991 NHRA Championship to Dave Schultz by 190 points.

"Every round is worth 200 points, so if I had beaten anyone else anywhere else last year, I would have won the championship," Myers said. "But because my loss here came in the first round, it should have been the easiest to win. It bothers me to this day and it always will. That was a real slap in the face."

Only a fluke like the snapped chain that sabotaged him in 1991 could have brought Myers back to earth this time; right from the outset, it was obvious that no one would be handling the Star Racing Suzuki in an all-out race.

Myers' transmission skipped 3rd and 4th gears on his off-the-trailer qualifying lap and he still recorded a strong 7.90, which would have placed him second in the field behind Byron Hines' 7.86 on Vance & Hines' brand-new Yamaha OW01 had he not improved.

"When I went 7.90 and the transmission never saw 3rd gear and was in 4th only for about five feet, I knew we had big power," Myers said. "I knew it would run a lot better on my other qualifying runs and in eliminations." It did. When the transmission shifted smoothly on subsequent laps, Myers improved to a 7.84, and finally a No. 1-qualifying 7.822 at 170.94 mph.

In the opening round of eliminations, Myers charged to an even better 7.77/171 (low E.T. of the meet and just one-hundredth of a second off of defending champion David Schultz's track record) to bury Steve Johnson's Slick 50-backed '91 Suzuki GSXR, the bike Myers rode to an all-time record 7.61 last season.

"The tire could spin, the bike could shake — a lot of things can happen to ruin any run. But when you run that hard in qualifying, it gives you a lot of confidence for the race," Myers said.

On a day when the best non-Myers run was a 7.93 (in the first round by fourth-ranked Jim Bernard, whose run was disqualified because he foul-started by just two-thousandths of a second).

Myers never ran slower than 7.84/170. Yes, no one came within a 10th of a second — which amounts to about to two bike-lengths at 170 mph — of Myers all day.

Steve Meiterman fell to Myers in the second round, 7.80/170 to 8.13/167, and fast-rising rookie Kerry Larkin trailed Myers in the semi-finals, 7.84/170 to 7.97/169.

That set up a final-round match between Myers and "Pizza John" Mafaro, the 1989 Springnationals winner and 1989 NHRA Champion who is growing stronger with each race in 1992 after finishing just 10th in the Winston points in 1990 and missing the 1991 Top 10 entirely.

"Pizza," as his fellow competitors refer to Mafaro, beat Ron Ayers in the first round, 7.95/169 to 7.95/166, and Benny Mens in the second set, 7.96/168 to 7.99/172, by a total of two-thousandths of a second.

In the semi-finals, he handled David Schultz, aboard Cliff Wright's Kawasaki ZX-10 for this race only, in the semi-finals by a still-tight margin of six-hundredths of a second, 7.98/168 to 8.04/167. "I may not win the championship this year," Mafaro said, sounding relieved to be competitive again, "but they'll know I was here."

In the final, Mafaro, whose four quarter-mile eliminations runs varied by just 1/33-second, stayed within that range with a solid 7.97/174. But Myers, who left the starting line last, had the lead before he had tucked in and punched the second gear button and won by a comfortable margin with a 7.822/175.37.

Myers' winning time matched his pole qualifying number to the thousandth of a second, and his speed was an all-time track record. It also was, as Myers was the first to point out, bogus.

Myers' Katana evidently hit a bump right before the start of the speed trap, which effectively shortened the 66-foot traps by the wheelbase of the bike. (Translation: Myers started the clock with his back tire and stopped it with the front tire.)

"That 175 mph speed was a fluke," Myers admitted. "It looks good on paper and most people who saw it come up on the scoreboards will believe it, but everybody who knows what's going on knows that I didn't really pick up four mph over my best previous speed (171.23 mph in round one)."

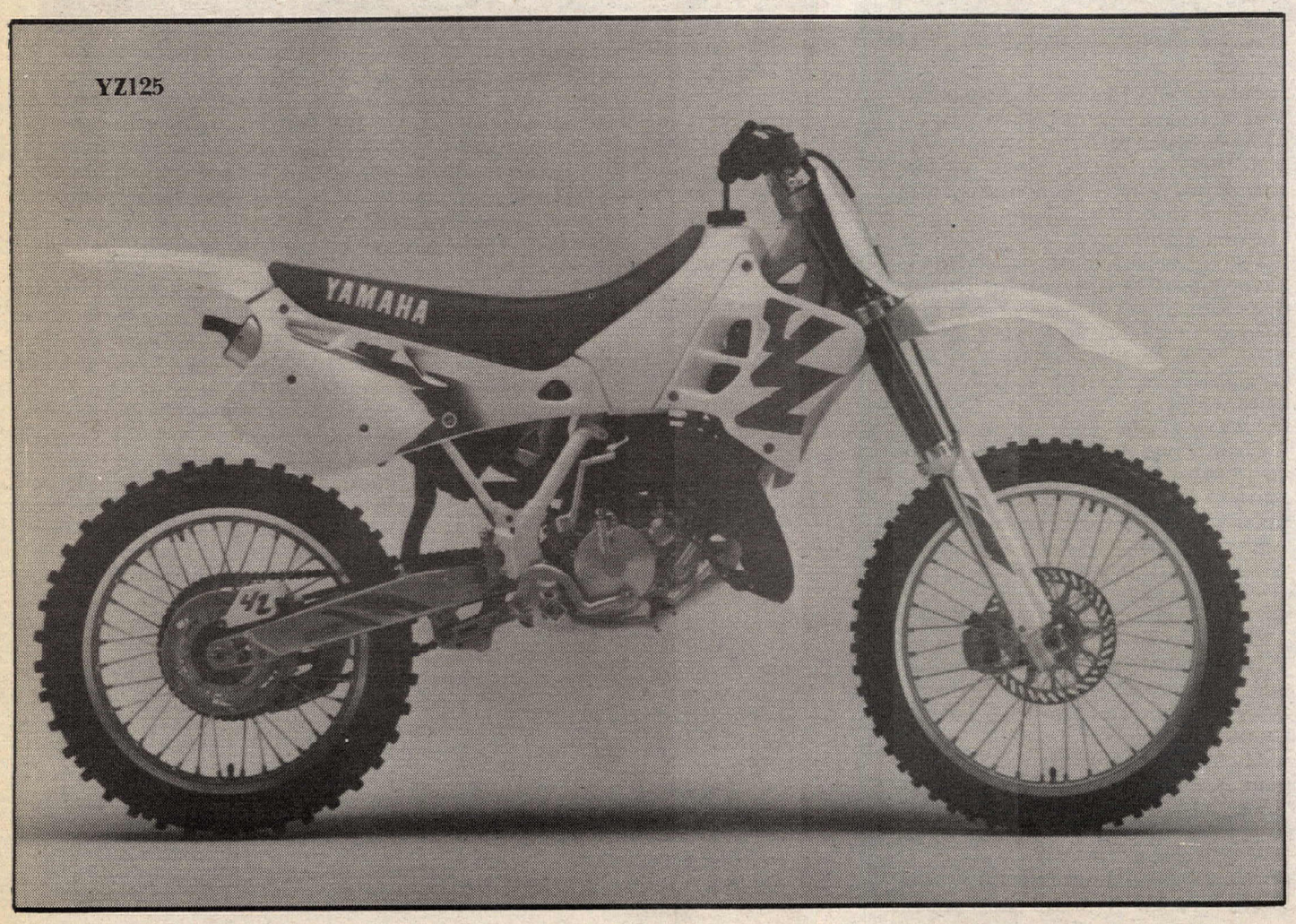
Myers' victory, of course, was more than an illusion. For those who have watched him win nearly half the races he has entered since he first swung a leg over George Bryce's Star Racing Suzuki in 1989, it was all too real. CN

Results

NHRA WINSTON SERIES POINT STANDINGS: 1. John Myers (3622); 2. Dave Schultz (3358); 3. John Mafaro (2864); 4. Jim Bernard (2752); 5. Byron Hines (2118); 6. Kerry Larkin (1660); 7. (TIE) Steve Meiterman/Norm DeVine (1658); 9. Ron Ayers (1644); 10. Lance Boyer (1444).

1993 YZ line unveiled

YZ250



YZ125

Yamaha unveiled its 1993 motocrossers at a press conference at their U.S. headquarters in Cypress, California, on Thursday, July 2. Heading the line is the YZ250, which features many updates carried out with substantial input from Yamaha factory rider Damon Bradshaw.

The most obvious change is the new bodywork. To quell complaints of bulging side panels and riders' boots hanging up on the bike, Yamaha has gone with a smoother look. The side panels blend into the tank and the rear fender, and the bike is narrower in the midsection. Also, the new (and slightly smaller capacity) 2.0-gallon fuel tank features a recess for the seat so that it will not snag on the rider's legs as he moves around on the bike. The rear fender features a straighter bend, and a duct that is designed to channel air under the rear of the seat to the airbox. The front number plate and side panels are larger.

As anticipated, the new Yamahas have purple seats and matching graphics, copying the look of the factory team's '92 bikes.

While the frame geometry has remained unchanged, the new 250 sports a removable subframe. Last year, only the left-side frame member came off. Gusseting has been added throughout, along with larger diameter tubing, resulting in a claimed 30% increase in rigidity. Also new is a lowboy style pipe with a more angled and longer silencer. This was done in

YZ80

an attempt to keep heat away from the larger airbox and to lessen the decibel output.

The front and rear suspension have also undergone extensive modification. In front, the fork has received changed valving and a different spring rate, while outwardly the fork features a darker works-like color and a reduction of 10 millimeters in the amount of axle underhang. Front travel is 12.2 inches.

In back, the rear shock now has a larger body and linkage ratios that are softer on the initial part of the travel. The linkage has also been tucked up higher. To gain additional rear wheel travel (now 12.8 inches) and ground clearance (15.5 inches), the swingarm has a slight downward angle and, like the frame, has received substantial gusseting.

The front and rear brakes both feature new sintered compound pads, and the front brake unit has a different lever ratio as well.

In addition to the body and suspension changes, the engine has also undergone refinement. Clutch capacity has been increased through the addition of an extra plate for a total of eight, while the springs feature a slightly softer ratio. The YPVS power valve has been repositioned closer to the cylinder, which has undergone porting changes in an attempt at providing more midrange and upper hit. Cooling capacity has been improved by increasing the size of the radiators by a claimed 20%.

At a claimed 214 pounds dry, the weight of the YZ250 is slightly higher than last year's model.

The Yamaha YZ125, which suffered last year from what many felt was an underpowered engine, received several changes to the motor. To up the horsepower output of the quarter-liter powerplant, the head was redesigned and the crankcase pressure increased. The intake tract was reduced slightly to increase velocity, and the angle of the reed cage, which features thicker reeds, has also been altered. The cylinder has received new port timing and the redesigned power valve has been added, while the transmission and primary ratios have both been changed.

The YZ125 has undergone many of the same changes as its bigger brother, including the new plastic, all of which is interchangable between the two bikes. In addition, it has received the same changes to the front and rear suspension, although softer springs are used on the smaller bike. Like the YZ250, it has a removable subframe, new swingarm, larger airbox, bigger radiators, lower pipe position, stronger brakes and an extra clutch plate. Finally, the CDI box has been repositioned from the airbox to the head stay.

Like the YZ250, the weight of the 125 is up over last year at a claimed 193 pounds dry.

Even more changed than the YZ125 and 250 is the YZ80, which was rebuilt from the ground up.

In an attempt to appeal to the more aggressive mini riders, Yamaha built a much larger bike. All-new bodywork is used, giving the YZ80 a look similar to that of the larger YZs. The new frame, which has larger tubes and more gusseting, is said to be much more rigid than last year's, as is the swingarm. The left rear subframe member is now removable to aid in access to the shock and larger airbox. Foot pegs are wider and longer than those of the '92, and tapered roller bearings in the upper and lower headsets replace the ball types that were used last year. A 7.5-inch rear disc brake replaces the drum used on the '92 and a larger diameter 8.6-inch rotor is featured on the front as well. New pad material is used front and rear.

The YZ becomes the first normal-sized 80cc machine to come stock with inverted forks. While the 36mm aluminum fork does not offer the possibility of external compression or rebound adjustments, the new larger rear shock does. Revised linkage is mated to the shock and travel is up one inch front and rear.

The new engine, which now features case reed induction and a Nikasil cylinder, is claimed to offer a startling 35% increase in horsepower, and is angled forward in the chassis to improve the weight bias of the machine. Transmission ratios have been altered to match the increased power of the motor.

The radiator was moved to the left side of the bike, while the pipe runs along the right, and is mated to a large aluminum silencer.

The YZ80's claimed dry weight is 146 pounds.

The YZ80 receives the largest suggested retail price increase, jumping $600 to $1899, while the YZ125's $3699 price tag is the same as last year's. The YZ250 is up $150 to $4449. CN

Kawasaki debuts new KX line at Mammoth Mountain MX

Photos by Donn Maeda

Kawasaki debuted its lineup of 1993 KX motocrossers at the June 25-28 Mammoth Mountain MX in Mammoth Lakes, California. While the KX60, KX80, KX80 Bigwheel and KX500 have undergone only minor changes, the KX125 and KX250 boast many.

The KX125's motor is claimed to have more power, thanks to a redesigned power-valve system, piston, expansion chamber and reed-valve area. In addition, a new ignition timing curve, reduced flywheel effect and revised carburetion reportedly produce a wider powerband.

The frame is lighter, due to thinner wall construction, as is the swingarm. The front fork features aluminum push rods, rather than the steel, and the outer fork tubes are thinner. While lighter weight is achieved, the real benefit of the thinner tubes is balanced rigidity between the inner and outer tubes, according to Kawasaki.

The front brake has a new master cylinder ratio that is claimed to provide a better, more-progressive feel.

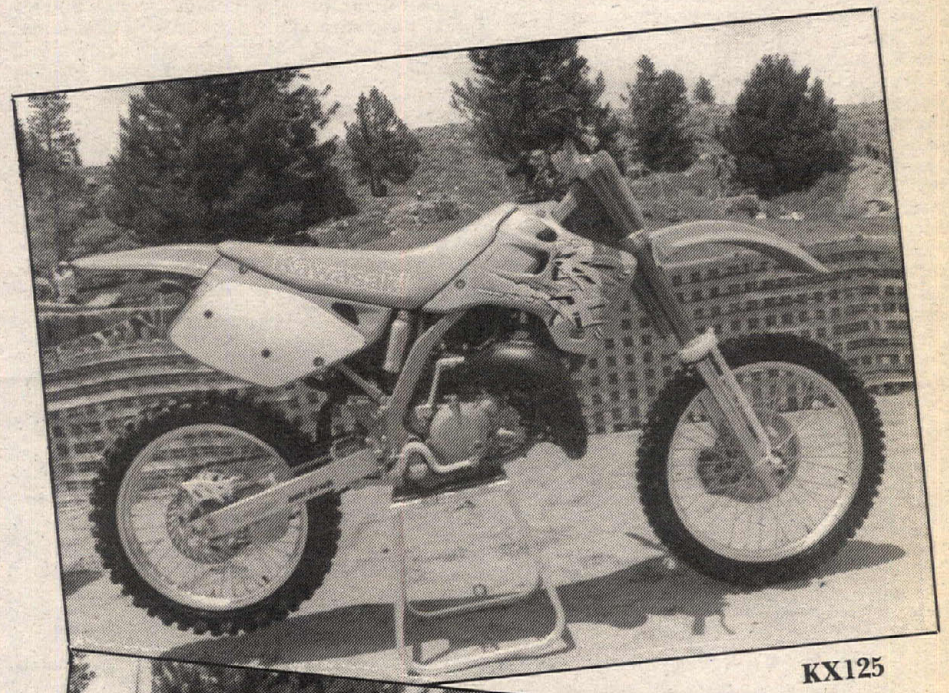
Like the KX125, the KX250 features an all-new frame, reduced flywheel effect, reprogrammed ignition and carburetion, and front fork updates. The big news, though, is the new guillotine-type power-valve. Similar to the system used on the KX125, the valve is designed to produce more power throughout the powerband.

Both bikes are said to be much lighter than their predecessors, as the fuel tank, front fender and front disc have also been redesigned with weight trimming in mind.

"We don't have an exact weight figure on them yet," said Team Green's Jose Gonzales, "but I can tell you that both the 125 and 250 are about five pounds lighter than last year's."

The KX60 sports a new ignition, while the KX80 and KX80 Bigwheel received fork updates. Carburetion modifications are the only change on the KX500.

New seat and tank graphics round out the new KX lineup, and each model will increase approximately $100 to $200 over the suggested retail prices of the 1992 models. Release is scheduled for the first week in September. CN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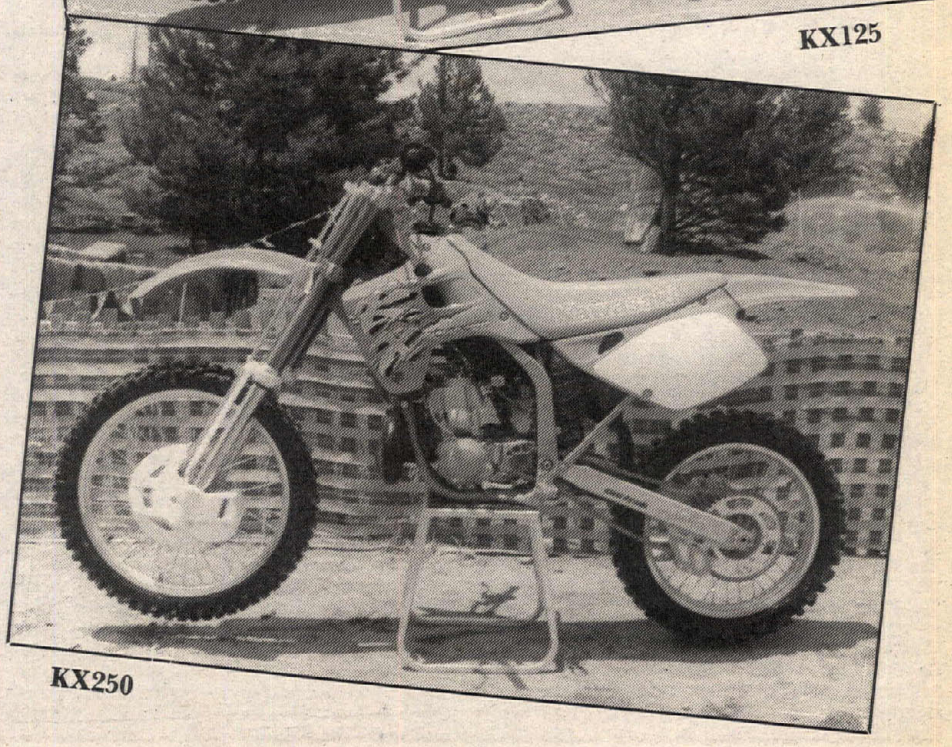
KX250

LOCAL EVENTS

Dave Donatoni (2) topped the Junior Vet Master division at the Doublecross GP.

Jason Hunt (99) overcame several crashes to win the 125cc Beginner class during the Continental Motorsport Club's supercross race at Glen Helen Raceway.

Howe hot at LACR Motocross

By Greg Robertson

PALMDALE, CA, JUNE 19

O'Neal/Riders Choice/Shoei-sponsored Yamaha PW50 rider Scott Howe used a couple of good starts to run away from the pack in both motos to claim the overall win in the Pee Wee A class during the Friday night California Racing Club motocross races, held at Los Angeles County Raceway.

Jerry Martinez, Howe and Jason Ciarlette were three abreast through the first turn in moto one with Martinez getting a slight advantage coming out of turn two. His lead was short-lived as Howe found his way into the lead by the completion of one lap. Once in front, Howe stretched his lead to five seconds by the checkered flag. Martinez was pressuring Ciarlette and almost got by when Ciarlette ran into the back of a lapped rider. Martinez and Ciarlette were side-by-side into the last turn, with Ciarlette scooting across the line inches ahead of Martinez.

Martinez pulled the second moto holeshot but wasn't able to match Howes' pace. By the third lap Howe again had five seconds on the others. Ciarlette ran a lonely second until Martinez caught him with a couple of laps remaining. Howe took the win with a huge lead. Ciarlette and Martinez were neck-and-neck the entire last lap with Martinez making a bonzai last turn inside pass on Ciarlette for second place and second overall.

Results

P/W A: 1. Scott Howe (Yam); 2. Jerry Martinez (Yam); 3. Jason Ciarlette (Yam); 4. James Thompson (Yam).
P/W B1: 1. Christopher Epper (Yam); 2. Eric Durrer (Yam); 3. Caleb Gosselaar (yam); 4. Shane Smith (Yam); 5. Chris Nihan (Yam).
P/W B2: 1. Rand Akrey (Yam); 2. Blake Margheim (Yam); 3. Anthony Barbacovi (Yam); 4. David Moreno (Yam); 5. Justin Vettel (Yam).
MINI BEG: 1. Chris Honnold (Hon); 2. Matt Tittlemier (Kaw); 3. Billy Payne (Kaw); 4. Mike Collier (Kaw); 5. Dustin Courtney (Suz).
BIG WHL: 1. Leston Derricks (Kaw).
MINI NOV: 1. Richard Powell (Suz); 2. Michael Young (Kaw).
60 0-8: 1. Daryl Ecklund (Kaw); 2. James Thompson (Yam); 3. Scott Howe (Kaw); 4. Matt McDaris (Kaw).
60 9-11: 1. Billy Payne (Kaw); 2. Christopher Jossalaar (Kaw); 3. Todd Jossalaar (Kaw); 4. Donnie Durrer (Kaw); 5. Johner Faulkner (Kaw).
125 BEG: 1. Bobby Hall (Kaw); 2. Joshua Jenkins (Yam); 3. Brian Alsobrook (Hon); 4. Darris Garner (Hon); 5. Cameron Davidson (Kaw).
125 NOV: 1. Mark Vandewalle (Hon); 2. Jared Jacobsmeyer (Yam); 3. Jim Buntin (Suz); 4. Tony Tretta (Kaw); 5. Robbie Powell (Suz).
125 INT: 1. Roy Bremenour (Yam); 2. Erik Lindstrom (Hon).
500 BEG: 1. David Mullen (Hon); 2. David Lever (Hon); 3. John Lever (Hon).
250 BEG: 1. Mike Pichette (Hon); 2. John Valko (Hon); 3. Shannon Hudson (Yam); 4. Josh Bispo (Hon); 5. Scott Land (Hon).
250 NOV: 1. Jared Jacobsmeyer (Yam); 2. Erik Kleven (Hon); 3. Bob Bottcher (Hon).
250 INT: 1. Colin Couto (Kaw); 2. Merle Hammer (Yam); 3. Billy Paul (Suz); 4. Johnny Haskel (Yam).
500 PRO: 1. Tim Telford (Hon).
SR VET BEG: 1. Terry Puls (Hon).
JR VET NOV: 1. Steve Corterville (Hon); 2. Juda Ayalon (Hon); 3. Aviad Sahar (Yam); 4. Mike McCarley (Yam); 5. Bryan Moynahan (Yam).
JR VET EX: 1. Rich Truchinski (Suz); 2. John Zahrt (Yam).
VET BEG: 1. Joe Baca (Suz); 2. Kelly Nogy (Hon); 3. John Albini (Yam); 4. Sean Hudson (Kaw); 5. John Hutches (Yam).
VET NOV: 1. Alon Sahar (Yam); 2. Russ McAfee (Yam); 3.Mark Huston (Kaw); 4. Stacy Skaggs (Hon); 5. Conrad Brooks (Suz).
VET INT: 1. Rick Grant (Hon); 2. Gary Dudley (Kaw); 3. Karl Allen (Hon).

LaMastus hammers Fossil Bowl Motocross

By Butch Pharness

CLARKIA, ID, JUNE 28

At round six of the Fossil Bowl series, Jimmy LaMastus won the 80cc 12-16 and 125cc Beginner classes while gearing up for the Idaho State Championships.

Moto one of the combined 80cc 12-16/125cc Junior race saw Shane St. John grab the holeshot on his 125cc with LaMastus on his tail on an 80cc. A crash over a camel-back jump put St. John out of the moto and left the door open for LaMastus, who went on to smoke the rest of the pack.

In the second moto, Danny Charney pulled the holeshot on a 125cc with brother David second. LaMastus slid out in a corner, putting him dead last. David Charney got by Danny, while LaMastus mounted a charge through the pack, eventually passing Danny Charney and catching David. With less than half a lap to go, LaMastus got by Charney for first spot, which he held to the finish.

In moto one of the 125cc Beginner class, LaMastus borrowed a bike and grabbed the holeshot. He kept his lead to the finish, winning over Chad and Wayne Kirk.

Chad Kirk grabbed the holeshot in the second moto, with LaMastus and Wayne Kirk second and third. Chad Kirk was riding one of his best races, but LaMastus managed to get by and again cruised ahead for the win.

Results

AUTO: 1. Jeremiah Wright (Itj); 2. Chaz Palmer (Yam).
JR MINI: 1. Anthony Eppers (Kaw); 2. Nathan Allen (Kaw); 3. Leighton Lillie (Yam); 4. Jeremiah Wright (Kaw).
80 BEG: 1. Jason Allen (Suz); 2. Jim Farris (Hon); 3. Michael Storey (Hon); 4. Paul Krous (Hon); 5. Chris Sams (Kaw).
80 9-11: 1. Dustin Pharness (Hon).
80 12-16: 1. Jimmy LaMastus (Suz); 2. Bryan Lukezich (Kaw).
125 BEG: 1. JimmyLaMastus (Hon); 2. Chad Kirk (Hon); 3. Wayne Kirk (Hon); 4. Trent Conner (Kaw); 5. Joel Nowakoski (Kaw).
125 JR: 1. Monty Rogers (Suz); 2. David Charney (Kaw); 3. Greg Doyle (Kaw); 4. Danny Charney (Kaw); 5. Cyle Young (Suz).
125 INT: 1. David Stephenson (Kaw); 2. Bobby Lukezich (Kaw); 3. Eric Christiansen (Yam).
250 JR: 1. Perry Berger (Hon); 2. Gary Doggett (Hon).
PRO: 1. Doug Miller (Suz); 2. Paul Rowland (Suz).
OPEN JR: 1. Bob Kellams (HOn); 2. Mike Morey ((Kaw).
OT: 1. Kip Varner (Kaw); 2. Gary Doggett (Hon); 3. Bob Kellams (Hon).

Donatoni dominates Doublecross GP

By Greg Robertson

ADELANTO, CA, JUNE 21

Honda/Race Tech-sponsored Dave Donatoni was victorious in the Junior Vet Master class at Doublecross Racing's Father's Day Grand Prix at Sunrise Cycle Park.

Gordon Ward jumped out to an immediate lead with Donatoni watching his every move. Ward was slowly pulling away and by the fifth lap was cruising with a seven-second lead. However, 20 minutes into the race, Ward pulled off the track and headed for the pits, handing the lead ot Donatoni. Once in front, Donatoni went uncontested for the win.

Brian Miller started out the Junior Vet Novice class leading after the first lap, with Joe Bagnasco, Brian Platte and Wayne Cummins hot on his tail. Miller and Bagnasco started to pull away from the others. Bagnasco would close on Miller in the technical sections only to have Miller pull away again on the long, whooped-out straights. Midway through the race Bagnasco made a pass that stuck when he cleared a big double jump that Miller singled. Bagnasco won over Miller, followed closely by Cummins.

Franklin Ziegler had no time to relax on his way to winning the Mini Beginner class. Ziegler jumped out to an early lead with brother William Ziegler in second and John Nicoll third. Nicoll quickly moved William back to second and set his sights on Franklin. Nicoll was able to close on the leader but could not make the pass.

Results

P/W 50: 1. Chris Martinez (Yam); 2. Shawn Pensey (Yam); 3. R.J Early (Yam); 4. James Baker (Yam).
P/W 600: 1. Cliff Jennings (SJR); 2. Kevin Jennings (SJR).
MINI BEG: 1. Franklin Ziegler (Kaw); 2. John Nicoll (Kaw); 3. William Ziegler (Kaw); 4. Josh Borges (Kaw); 5. Greg Landers (Kaw).
MINI NOV: 1. Bill Nicoll (Kaw).
125 BEG: 1. Jimmy Dixon (Kaw); 2. Chris Kemp (KTM); 3. Chris Borges (KX); 4. Jerry Seeley (Kaw); 5. Sam Pettigrew (Kaw).
250 BEG: 1. Brian McDougal (Suz); 2. Mark Fitzgerald (Suz); 3. Ken Pewsey (Yam); 4. Michael Goodale (Yam); 5. Gene Farnell (Yam).
500 BEG: 1. Lewis Greer (Hon).
JR VET BEG: 1. Johnny Jackson (Yam); 2. Jay Prenot (Hon); 3. Steve Arce (Hon); 4. Chris Gendusa; 5. Scott Grimsgaard (Kaw).
VET BEG: 1. Johnny Jackson (Yam); 2. Chris Kemp (KTM); 3. Bill Werner (Kaw); 4. Ken Pewsey (Yam); 5. Jim Madden (Suz).
SR BEG: 1. Rick Early (Hon); 2. Ric Elmore (Kaw); 3. Steve Cobb (Hon).
250 NOV: 1. Craig Wells (Hon); 2. Mondo Duran (Suz); 3. Kelly McDougal (Yam).
500 NOV: 1. Brian Miller (Hon).
JR VET NOV: 1. Joe Bagnasco (Kaw); 2. Brian Miller (Hon); 3. Wayne Cummins (Hon); 4. Brian Platte (Kaw); 5. Rob Van Damme (Kaw).
VET NOV: 1. Ron Clement (Kaw); 2. Richard Wood (Yam); 3. John Cuccia (Yam); 4. Craig Wells (Hon); 5. Wayne Cummins (Hon).
250 AM: 1. Doug Yarnell (Hon).
500 AM: 1. Scott McKey (ATK).
JR VET AM: 1. Doug Yarnell (Hon).
VET AM: 1. Chuck Duran (Yam); 2. Tony Parsons (Hon); 3. Pete Vetrano (Hus).
SR AM: 1. Mike Niegsch (Hon); 2. Dennis Patterson; 3. Steve Jennings (ATK); 4. Dwayne Boyer (Yam).
250b MSTR: 1. Dave Donatoni (Hon).
500 MSTR: 1. John Whitaker (Hon).
JR VET MSTR: 1. Dave Donatoni (Hon).
SR MSTR: 1. Earl Shuler (Kaw); 2. Monte Lee (Yam).
VET MSTR: 1. Chad Blough (Hon); 2. Marc Johson (Suz); 3. Scott Stearns (Suz).
TEAM 80: 1. Billy Nicoll/Greg Gamble; 2. Josh Borges/Mike Seeley; 3. Justin Pewsey/Scott McKey; 4. William Ziegler/Monte Lee; 5. Brian MacAfee/John MacAfee.
TEAM 50: 1. Shawn Pewsey/Ken Pewsey.

Letellier levels Kansas HS

By Phil Ellsworth

CARBONDALE, KS, JUNE 7

Leigh Letellier was the overall winner of the Kansas Motorcycle Sportsman's Association Hare Scrambles at Santa Fe Trail Cycle Park. The tailing mounds of this abandoned coal mine were put to good use by the club for the 60 competitors.

The Open Expert class was in the first of six waves. A string of KTMs was led out of the first corner by Letellier, tailed by Terry Gilliland, Dave Jeffery, and Dave Haworth. Bruce Korbelik had bounced off a couple racers and was down in fifth, but better off than Paul Weber, who couldn't light his big CR. Korbelik passed Gilliland on the third lap, then slipped by Letellier until the latter found his rhythm and motored off, quickly putting 30 seconds on the field.

The Answer/KTM/Letko Cycles/Scott USA-supported Letellier led all 11 laps of the two-hour race. Second overall was Jeffery, who took the position on lap six. Korbelik held third despite a late-race crash, followed by Bill Kelly, who won the 250cc class by roosting his Suzuki from a second-row start. Roger LeRette finished fifth, winning the Plus 30 class. Special mention goes to Paul DiPasquale, who gave up the lead in the Four-Stroke class to aid an injured rider. He ended up second to a hard-riding Perry Keegan.

Results

EX: 1. Leigh Letellier (KTM); 2. Dave Jeffery (KTM); 3. Bruce Korbelik (ATK); 4. Terry Gilliland (KTM); 5. David Haworth (KTM).
100: 1. Chad Cooper (Kaw); 2. Jenny Ayers (Hon); 3. Shannon Sterrett (Suz).
125: 1. Clay Phillips (Yam); 2. Perry Piper (Suz); 3. Darrin Plumer (Hon); 4. Curtis Hrabe (Hon); 5. Steve Peine (KTM).
200: 1. Dan Bauer (Kaw); 2. Doug Robertson (Kaw); 3. Sean Crique (Kaw).
250: 1. Bill Kelly (Suz); 2. Mike Cox (Hon); 3. Bruce Clarke (Kaw); 4. Roger Ward (Yam); 5. Jeff Gibson (Hon).
OPEN: 1. Paul Weber (Hon); 2. Brent Ewing (Yam); 3. Grady Howard (Cag).
30+: 1. Roger LeRette (Yam); 2. Dave Osborn (Suz); 3. Gene Ray (ATK); 4. Greg Aytes (Hon); 5. Mike Banahan (Hon).
40+: 1. Dan Ward (Yam); 2. Bill Bateman (C-A): 3. Wendell Geiger (ATK); 4. Linda Geiger (Hon).
4-STRK: 1. Perry Keegan (Suz); 2. Paul DiPasquale (ATK); 3. James Rowe (Hon).
BEG: 1. Shawn Norton (Hon); 2. Pat Easum; 3. Ken Campbell.

Hunt hauls at Glen Helen SX

By Dave Burgess

SAN BERNARDINO, CA, JUNE 20

Jason Hunt battled back from three hard crashes to storm through the pack, and claim the overall victory in the 125cc Beginner class at the CMC Saturday night supercross, held at Glen Helen Raceway.

The Glen Helen track was prepped to perfection, and the jumps were huge. Vito Valenti had the gate timed perfectly and stormed into the lead at the start of moto one. Tucking in behind Valenti was Hunt and Suzuki-mounted Danny Benitez. Before the first lap was completed, Valenti came up short over a big double jump and blew his rear tire out. This retired him for the night, and gave the lead to Hunt. Hunt didn't hold it long, as he cartwheeled his Kawasaki over a jump. This handed the lead to Benitez, who obviously didn't want it, as he cartwheeled his Suzuki in the whoops.

The next rider to inherit the lead was Darren Gissel, who had been watching all the crashes from fourth. Gissel seemed to be the only rider under control, and he rode smooth and steady.

Hunt and Benitez were on the move and zipped through traffic with relative ease. Despite crashing twice, Hunt worked his way up and zapped Gissel for the lead. Benitez also sneaked by Gissel late in the moto. As the checkered flag flew, it was Hunt taking the win over Benitez, Gissel, and Howard Drymon.

Hunt nailed the holeshot in moto two and said goodbye. Benitez stayed clsoe for first, until he threw it away. Gissel moved into second and held it to the finish. Hunt took the checkered flag sideways and earned the overall win with perfect moto finishes.

Results

80 BEG: 1. Wes Carey (Suz); 2. Michael Rudfelt (Suz).
125 BEG: 1. Jason Hunt (Kaw); 2. Darren Gissel (Yam); 3. Danny Benitez (Suz); 4. Howard Drymon (Hon); 5. Vito Valenti (Kaw).
125 JR: 1. John Sereika (Suz); 2. Richard Stewart (Suz).
125 PRO: 1. Travis Hodges.
250 BEG: 1. Michael Tucker (Yam).
250 JR: 1. Jim Henn (Suz); 2. Travis King (Yam).
500 BEG: 1. Ron Viola (Kaw); 2. Ken Schwarzrock (Yam); 3. James Dunlap (Kaw).
500 JR: 1. Fred Theil (Yam).
VET JR: 1. Dennis Foster (Hon); 2. Wayne Carey (Hon); 3. Donnie Quanstrom (Hon); 4. Ron Bates (Hon); 5. Mike Nash (Suz).

Boston burns Nebraska MX

By Kent Taylor

Palmyra, NE, JUNE 28

Mike Boston swept both the 125 and 250cc A classes at the Midwest Motocross Association track.

In the first 125cc moto, Brian Taylor nailed the holeshot while Boston started second and then took the lead in a nasty section of whoops. Boston quickly began pulling away, as Taylor settled into second. Chris Hunter worked his way through the pack, but time ran out before he could draw a bead on Taylor.

In the second moto, Boston was midpack at the start, but by lap three, had snared the lead. He then pulled away to another easy win.

When many of the same riders headed for the first turn in 250cc A action, Boston again found himself trailig the leaders. The veteran took over the top spot on lap two as he sailed

over a double jump. Jeff Bargell charged late to challenge Taylor for the number two slot, but was unable to find an opening.

In the second moto, it was Boston again taking the lead in the whoop-de-doos, as several riders went down in domino fashion. At the finish, Boston held nearly a 10-second advantage over second-place Taylor.

Results

BOMBER: 1. Jon Johnson (Yam); 2. Frank Blake (C-A); 3. Kent Tayulor (Yam).
SPTSMN: 1. Jason Magnett (Hon); 2. Torrey Tripe (Yam); 3. Mike Hughes (Kaw).
30+ A: 1. Brad Jones (Kaw); 2. Jeff Bargell (Kaw); 3. Gary Gibbs (kaw).
30+ B: 1. Mark Stice (Yam); 2. Martin Algye (Hon); 3. Tony Bender (Hon).
125 B: 1. Tony Wenck; 2. Ryan Knapp; 3. Stuart Rafos.
125 A: 1. Mike Boston (Suz); 2. Chris Hunter (Suz); 3. Brian Taylor (Suz).
BEG: 1. Billy Pazdera (Kaw); 2. Kevin Nitz (Kaw); 3. Shawn Burdett (Kaw).
OPEN OUTLAW: 1. Chris Hunter (Suz); 2. Sean Kramer (Hon); 3. Mike Daly (Suz).
P/W 60: 1. Corey Freeze (Kaw); 2. Sam Fhurer (kaw); 3. Matthew Fhurer (Yam).
P/W 80: 1. Jason Cerone (Yam); 2. Travis Hovelirs (Yam); 3. Brandi McClain (Yam).
80 C: 1. Andrew Wreckhorst (Kaw); 2. Ty Mumgard (Yam); 3. Jason Buggie.
250 A: 1. Mike Boston (Suz); 2. Brian Taylor (Hon); 3. Jeff Bargell (kaw).
P/W: 1. Zack Hinze (Yam); 2. Jared Robeu (Yam); 3. Joshua Wright (Yam).
80 B: 1. Rodney Badburg (Kaw); 2. Jeremy Anderson (Kaw); 3. Tyson Chamberlain (Kaw).
250 B: 1. Todd Herman (Yam); 2. Rob Robey (Hon); 3. Ryan Knapp (Hon).

Tolson tops at New Bern MX

By Allena S. Huffman

NEW BERN, NC, JUNE 27

J.R. Tolson won the 80cc 12-15 division during the fifth race of the NAME Summer Series at New Bern on a slightly remodeled track.

Tolson grabbed the holeshot in moto one, while Mark Wagner and Jay Brown were close behind. Tolson gained a commanding lead when Wagner developed chain problems and lost momentum, slipping to a half-lap disadvantage.

In moto two, Tolson was again out of the hole first but Brown soon zipped past him. Moments later Tolson took a spill, but was quick to remount and was back in the race in third behind Brown and Wagner. Wagner then went down in some whoops, moving Tolson into second. Tolson slipped past Brown and pulled away, taking the checkered with ease.

In the 80cc 7-13 class Bryan Weatherly holeshot moto one but was quickly outpaced by Jonathan Nirschl. Brandon Daniels and Brian O'Neal ran third and fourth. On the second lap Daniels edged out Weatherly for second and with one lap to go, shot past Nirschl for the win.

In the second moto Nirschl was in front from gate to flag. Daniels and Weatherly battled for second, with Daniels taking the position.

Results

250 AM: 1. Jason McDougal (Kaw); 2. Curtis Daniels (Suz).
250 NOV: 1. Lee Bryant (Kaw);2 . Richard Shavender (Hon); 3. Phillip Perry (Kaw); 4. Joel Smith (Kaw); 5. Todd Daniels (Kaw).
80 7-13: 1. Jonathan Nirschl (Kaw); 2. Brandon Daniels (Suz); 3. Bryan Weatherly (Kaw); 4. Brian O'Neal (Kaw).
65: 1. Derreck Bell (Kaw).
50: 1. Michael Willis (Itj).
125 PRO: 1. Troy Brewer (Hon).
125 AM: 1. Matt Well (Hon); 2. Kirk Ivey (Yam); 3. Doug Chappell (Hon); 4. Curtis Daniels (Suz).
125 NOV: 1. J.R. Tolson (Kaw); 2. Kenneth Butt (Yam); 3. Omar Bradley (Suz); 4. Stacey McMillan (Hon); 5. Kasey Ormond (Kaw).
25+: 1. Donnie Davis (Hon).
TR: 1. Don Thompson (Hon); 2. Eddie O'Brian (Hon); 3. Dave Kirkpatrick (Kaw); 4. Willie Daniels (Kaw); 5. Brandon Hodges (Yam).
30+: 1. Jon Merritt (Yam);2 . Don Courtney (Kaw); 3. Allen Jernigan (Kaw); 4. Wade Rivbenbark (Hon); 5. Dan Morrison (Mai).
80 12-15: 1. J.R. Tolson (Kaw); 2. Jay Brown (Hon); 3. Mark Wagner (Kaw).

Bear burns Sleepy Hollow MX

By Brenda Uhrich

FREDERICKSBURG, PA, JUNE 21

Michael Bear won four motos at Sleepy Hollow Motocross Park, scoring first overall in the 250cc and Open Expert classes.

Bear took the lead in each race from Bill Schmidt, who led all but one of the races out of the starting gate, but could not keep the lead from Bear.

Brian Eichelberger was on Dave Kratz's rear wheel throughout the first 125cc Expert moto, but couldn't find the room for a clean pass and had to settle for second in the race.

In the second moto Eichelberger found himself in third position, chasing Ronald Beam for second place. Eichelberger made several pass attempts on Beam, including one in the final turn of the race. Beam didn't give up any room, however, and Eichelberger crashed and remounted to finish third.

Running last in the race program and providing one of the most exciting races of the day was the 25 Plus class. Dave Green easily won the first moto, while Dave Wolfskill, Bob Sorenson and Brad Stepp

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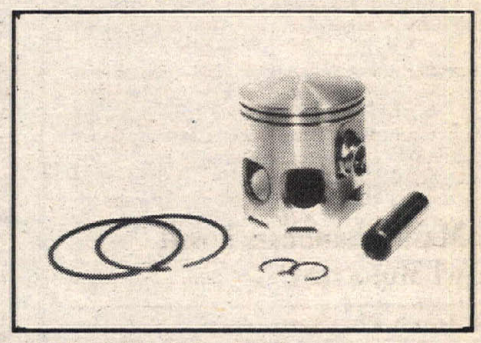

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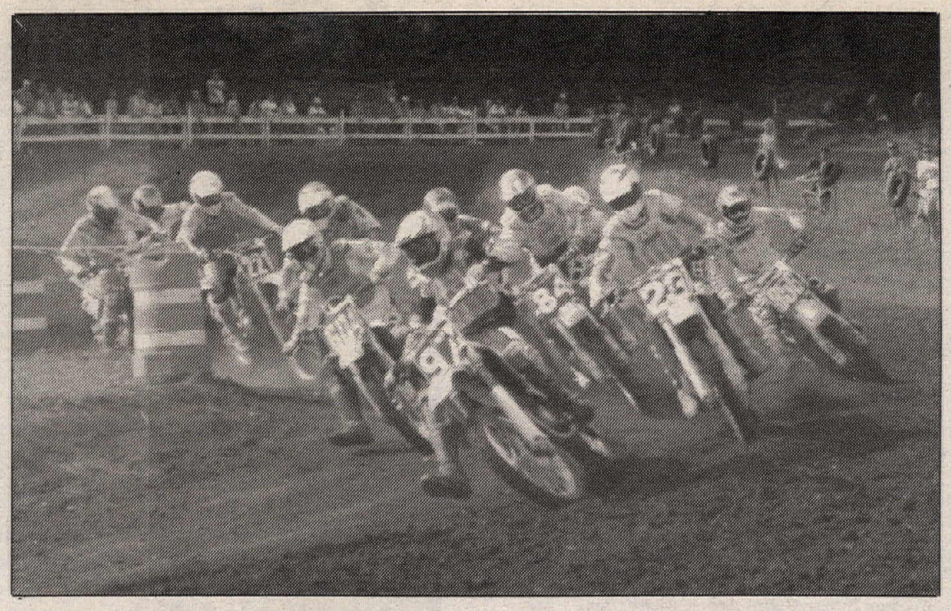
LOCAL EVENTS

Motocross racing at Hurricane Hills MX Park in Minnesota attracted about 300 riders.



Chaun McAllister (97) holeshot the 250cc Pros at Sunday's Pac-West race at Washougal.

battled for the second spot with Wolfskill taking it away from Sorenson halfway through the moto.

In the second moto Dave Green led the pack but was followed closely by Sorenson, Stepp and Matt Forman. Forman, who had finished sixth in the first moto, needed a moto win to place well overall. With one lap complete, he was in second place with his sights set on Green. Forman took the lead on the third lap and held it for the remainder of the race but Green earned the overall win.

Results

125 EX: 1. David Kratz (Kaw); 2. Ronald Beam, Jr. (Hon); 3. Brian Eichelberger (Suz); 4. Stephen Shelly (Kaw); 5. Gary Shively (Kaw).

250 EX: 1. Michael Bear (Yam); 2. Dave Green (Yam); 3. Bill Schmidt (Kaw); 4. John Lyons (Kaw); 5. Matthew Forman (Hon).

OPEN EX: 1. Michael Bear (Yam); 2. Bill Schmidt (Kaw); 3. Ronald Potemski (Yam); 4. Brad Stepp (KTM); 5. Mark Bennett (Hon).

125 AM: 1. Erik Wingert (Suz); 2. Jeffery Peinhardt 9Yam); 3. Ronald Hipple (Hon); 4. James Muckel (Kaw); 5. Kristopher Garner (Suz).

250 AM: 1. Dan Brown (Hon); 2. John Hosier (Kaw); 3. Eddie Anewalt IV (Yam); 4. Mario Martorella (Kaw); 5. Chris Albanesius (Hon).

OPEN AM: 1. Joel Brown (KTM); 2. Robert Walasavage (KTM); 3. John Niefert Jr. (KTM); 4. Bryan Troutman (Kaw); 5. Peter Streletz (Hon).

125 NOV D-1: 1. Todd Weindel (Hon); 2. Jason Johnson (Yam); 3. Clint Moore (Kaw); 4. Chris Boltz (Yam); 5. Troy Landis (Hon).

125 NOV D-2: 1. Darryl Landis (Hon); 2. David Monoski KTM; 3. Jason Belker (Hon); 4. Doug Hillman (Kaw); 5. Shawn Albright (Kaw).

250 NOV: 1. Dennis Horn (Hon); 2. Lorent Koser (Suz); 3. Keith Whitcomb (KTM); 4. Troy Smeltz (Hon); 5. Daniel Stiner (Kaw).

25+: 1. Dave Green (Yam); 2. David Wolfskill (Yam); 3. Matthew Forman (Hon); 4. Brian Eichelberger (Suz); 5. Brad Stepp (KTM).

SR EX: 1. David Wolfskill (Yam); 2. Michael Hendrix (Yam); 3. Calvin Leinbach (Kaw); 4. Bob Sorenson (Kaw); 4. Leonard Fleischman (Yam).

SR AM: 1. Mario Martorella (Kaw); 2. Michael Angerman (Kaw); 3. George Lucas (Kaw); 4. Eric Bryn (Hon); 5. Timothy Terway (Suz).

80 14-15: 1. Michael Putalavage (Kaw); 2. Peter O'Connell (kaw); 3. Bruce Schweiger (Suz); 4. John Schaeffer (Kaw); 5. Mark Castela (Hon).

80 12-13: 1. Damien Roman (Hon); 2. Brett Burkey (Kaw); 3. Shane Resanovich (Kaw); 4. Michael Hoffman (Kaw); 5. Nicholas Sears (Kaw).

80 7-11: 1. Terance Osenbach (Suz); 2. Ryan Hower (Kaw); 3. Tim Anthony (Yam); 4. Jeremy Cook (Kaw); 5. Todd Altland (Kaw).

60: 1. Jeremy Cook (Kaw); 2. Todd Altland (Kaw); 3. Timothy Terway (Kaw); 4. Casey Clark (Kaw); 5. Derek Burlew (Yam).

50 7-8: 1. Casey Clark (Yam); 2. Kirk Ryan Jr. (Yam); 3. Derek Burlew (Yam); 4. Patrick Simpson (Yam); 5. Craig Sody (Yam).

50 4-6: 1. Ryan O'Laughlin (Yam); 2. Jeffrey Koss (Yam); 3. Matthew Osenbach (Itj); 4. Bryan Fleischman (Yam); 5. Dusty Wasnick (Suz).

Smallwood sails at Tennessee SX

By Barbara & Loren Williams

GRAY, TN, JUNE 20

James Smallwood traveled from the coal fields of Beckley, West Virginia, to hit paydirt at the AMA Tennessee Supercross Series. The Suzuki-mounted youngster easily handled the Schoolboy competition, racking up wins in both the qualifier and the main.

Screaming into the slick first turn at the head of the 125cc C pack, Smallwood's machine slid out and dumped him onto the red clay. Scott Carter inherited the lead, while Smallwood remounted at the very rear of the field. Smallwood has made limited race appearances this year, but is determined to make each race count, so he began his determined journey back to the front. By the last turn of lap two, Smallwood moved around Carla Nelson into fourth, challenging Jeff Hensley for third.

As lap three began to unwind, second place Robert Butterworth crashed going into a turn. Hensley had nowhere to go, and stopped to avoid running over Butterworth, which allowed Smallwood to slip past into second and set his sights on Carter. Recovering quickly, Hensley closed the gap and made it a three-man battle for the lead, but Smallwood was too hot to handle and soon moved around Carter. Once in front, Smallwood kept his position to the finish.

Results

50: 1. Jacob Saylor (Yam).

65 7-11: 1. Ross Hughes (Kaw); 2. Matt Blevins (Kaw); 3. Jacob Saylor.

JR MINI: 1. Robert Jones (Kaw).

SR MINI: 1. John Davis (Kaw); 2. Michael Emmert (Suz); 3. Mario Lawson (Hon); 4. Jamey Crowder (Kaw); 5. John Jennkins (Hon).

SCHBY: 1. James Smallwood (Suz); 2: Joseph Hopson (Yam); 3. Jason Thompson (Hon).

125 A: 1. Mike Padgett (Yam); 2. Gary Nelson (Suz); 3. Brad Clark (Hon).

125 B: 1. Tony Smith (Hon); 2. Leslie Belcher (Suz); 3. Alan Sparks (Kaw).

125 C: 1. James Smallwood (Suz); 2. Scott Carter (Hon); 3. Jeff Hensley (Hon); 4. Robert Butterworth (Hon); 5. Carla Nelson (Suz).

125 D: 1. Joe Chambers (Suz); 2. Kenneth Owens (Kaw); 3. Jason Thompson (Hon); 4. Nicholas Houghton (Kaw); 5. Scott Scalf (Suz).

250 A: 1. Mike Padgett (Hon); 2. Greg Nelson (Suz); 3. Bart Lucas (Yam).

250 B: 1. Timmie Bowman (Hon); 2. Jeff Lafleur (Hus); 3. Scott Shidin (Kaw).

250 C: 1. Steve Mason (Kaw); 2. Tim Calhoun (Yam); 3. Chris Wright (Suz); 4. Jeff Sesler (Suz).

250 D: 1. Robert Woody (Hon); 2. Randy McNutt (Suz); 3. Brian Renfro (Hon); 4. Travis Clark (Hon); 5. Gary Mumpower (Kaw).

25+ MSTR: 1. Greg Nelson (Suz); 2. Martin Merz (Kaw); 3. Tim Jennings (Kaw).

25+ INT: 1. Mike Litz (Yam); 2. Timmie Bowman (Hon); 3. Alan Sparks (Kaw); 4. Michael Patrick (Hon).

25+ NOV: 1. Marc Cleveland (Hon); 2. Robby Dyer (Hon); 3. Samuel King (Hon); 4. Glenn Hummer (Kaw); 5. Robert Neal (Kaw).

30+ MSTR: 1. Kerry Jones (Kaw); 2. Bart Lucas (Yam); 3. Brian Broadwell (Suz); 4. Tim Jennings (Kaw); 5. Scott Rhinehart (Kaw).

30+ NOV: 1. Carl Davis (Kaw); 2. Robert Bird (Yam); 3. John Shimpock (Hon); 4. David Johnson (Hon); 5. Mike Phillippi (Kaw).

U/L AM: 1. Jeff Lafleur (Hus); 2. Tony Smith (Hon); 3. Curtis Urps (Hon); 4. Tim Calhoun (Yam); 5. Jeff Warren (Suz).

NON CURR 0-500: 1. Robby Dyer (Hon); 2. Joseph Hopson (Yam); 3. Jeff Rice (Hon); 4. Brian Renfro (Hon); 5. Chris Booher (Kaw).

Pospisil pounds Midway MX

By Rolfe Otterness

MAZEPPA, MN, JUNE 21

Tim Pospisil topped the tough 250cc A class at the Hurricane Hills motocross track with a 2-1 score over Chad Winecke. The facility was in excellent condition thanks to careful preparation and relatively mild weather conditions, and about 300 entries showed up to enjoy it.

Chad Winecke motored to the front in the first 250cc A moto, with Todd Lentz settling into second. Pospisil started midpack but was up to fourth by the end of lap two. It took him several laps to find a way by Lentz and by that time Winecke was out of reach.

Winecke blazed into the lead in the second moto, with Pospisil giving pursuit. Mike Luoma and Mike Thompson ran third and fourth in the early going. Pospisil tailed for four laps before getting by Winecke and then held him off to take the win.

Rob Engstrom ran strong to take the win in the 17-24 class, then did the same in the Open A class as he jumped out front in both motos. Jeff Colbert and Chris Bense couldn't match his pace, but had a tremendous dice for second in both rounds. Bense got the upper hand and took second both times.

Results

50 MINI: 1. Nate Broughton; 2. Collin Butze; 3. Billy Olson; 4. Brandon Endicott.

MINI P/W: 1. Mike Kann; 2. Coutney Sampson; 3. Zach Derry; 4. Andrew Schneider.

MINI JR: 1. Mike Kann; 2. Cory Huppert; 3. Lance Cunningham; 4. Ryan Broughton.

MINI SR: 1. Craig Cunningham; 2. Aaron Huppert; 3. Mike Clark; 4. Chad Sparks.

YTH: 1. Robbie McDowell; 2. Pat Ready; 3. Ty Maschino; 4. Chris Stern.

+25: 1. Scott Steinle; 2. Bill Engstromm; 3. Jay Mercill; 4. Ken Matson.

17-24: 1. Rob Engstrom; 2. Chris Bense; 3. Chad Winecke; 4. Todd Lentz.

VET C: 1. Mike Goodman; 2. Mark Dral; 3. Dan Fox; 4. Rick Lambrecht.

VET A: 1. Ken Matson; 2. Scott McLaughlin; 3. Russ Anthony; 4. Craig Rutschow.

SR: 1. John Alfords; 2. Dave Knospe; 3. Gary Schildgen; 4. Mark Anderson.

125 C: 1. Todd Fletcher; 2. Shawn Wehlage; 3. Lee Theis; 4. Thomas Lundquist.

125 B: 1. Brian Baillargeon; 2. William Tilford; 3. Craig Johnson; 4. Bill Medek.

125 A: 1. Mike Atkinson; 2. James Povolny; 3. Tim Pospisil; 4. Jay Mercill.

250 C: 1. Michael Lewarz; 2. ToddFletcher; 3. Matthew Ludescher; 4. Danny Thielges.

250 B: 1.Paul Paulsen; 2. Jason Mikulski; 3. Kirk Moorhead; 4. Jay Thompson.

250 A: 1. Tim Pospisil; 2. Chad Winecke; 3. James Povolny; 4. Todd Lentz.

OPEN C: 1. Ron Grundhauser; 2. Mike Janovsky; 3. Brent Huber; 4. Cory Berglund.

OPEN A: 1. Rob Engstrom; 2. Chris Bense; 3. Jeff Colbert; 4. Bill Engstrom.

McCormick strong at Washougal MX

By Brian Barnes

WASHOUGAL, WA, JUNE 20

With sunny skies and near-perfect conditions, over 560 riders showed up for round five of the CMC Pac-West tour at Washougal Motocross Park, where Hillsboro Honda/AXO/Scott USA/Power Bar-backed Jason McCormick performed a six-moto sweep of the 125cc, 250cc and Open Intermediate classes.

Also impressive was Tyler Fick, who won the Pee Wee Stock class over series points leader Justin Delaware. Fick took the lead on the start of moto one over Joey Mancuso and brothers Cody and Justin Delaware. Fick maintained his lead for the entire race for the victory over Mancuso.

Fick once again got a great start in moto two, and after working through first-lap traffic, was up front. Fick cruised ahead for his second moto win and won the overall over Justin Delaware.

Eric Williams was also a terror today, winning two classes and finishing runner-up in one other. In moto one of the 60cc 9-11 class, Jeremy Gray took the holeshot with Justin Delaware, Ty Kavaney, Dan Grahm and Cory Clark in tow. By lap two Williams had moved into second from his eighth-place start and was bearing down o Gray. Gray succumbed to Williams' pressure on the next lap and followed him to the flag to earn second place.

In moto two Williams rode unchallenged for the win, but second place was a dog fight to the finish. Kaveney, Delaware, Clark and Gray ran second through fifth with Delaware and Kavaney switching spots a number of times and Kavaney holding onto the runner-up spot on the final lap to secure second overall.

Results

P/W STK: 1. Tyler Fick (Yam); 2. Justin Delaware (Yam); 3. Joey Mancuso (Yam); 4. Cody Delaware (Yam); 5. Andrew Elliott (Yam).

P/W MOD: 1. Tyler Fick (Yam); 2 Justin Delaware (Yam); 3. Cody Delaware (Yam); 4. Jeremy McNeil (Yam); 5. Bobby Knoblavch (Yam).

60 0-8: 1. Justin Delaware (Kaw); 2 Kelvin Schoen (Kaw); 3. Travis Taylor (Hon); 4. Ryan Coleman (Kaw); 5. Tyler Fick (Kaw).

60 9-11: 1. Eric Williams (Kaw); 2. Ty Kavaney (Kaw); 3. Jeremy Gray (Kaw); 4. Justin Delaware (Kaw); 5. Cory Clark (Kaw).

80 BEG: 1. Ty Kavaney (Kaw); 2. Jason Allen (Suz); 3. Jason Rice (Kaw); 4. Jason Miller (Suz); 5. David Nichols (Suz).

80 JR: 1. Nick Peterson (Hon); 2. Eric Williams (Kaw); 3. Robbie Ratliff (Hon); 4. Todd Bailey (Hon); 5. Jerame Armstrong (Kaw).

80 OPEN 9-11: 1. Eric Williams (Kaw); 2. Ty Kavaney (Hon); 3. Michael Smith; 4. Brandon Lloyd (Yam); 5. Denver Smyth (Hon).

80 INT: 1. Jessy Williams (Kaw); 2. Brett Boehm (Hon); 3.Nick Hansen (Kaw); 4. Danny Smith (Suz); 5. Peter Mares (Kaw).

80 BIG WHL: 1. Greg McFarland (Kaw); 2. Nick Hansen (Kaw).

WMN: 1. Susan Smith (Kaw); 2. Shannon Starbard (Yam); 3. Kris Hannan (Hon); 4. Darcy Patterson (Kaw); 5. Julie Wallace (Kaw).

125 BEG: 1. Shane St. John (Kaw); 2. Paul Kaiser (Kaw); 3. Danny Green (Yam); 4. Randy Hindman (Suz); 5. Brian Borsen (Hon).

125 JR: 1. Eric Graves (Hon); 2. Shane Heberlein (Suz); 3. Jerry Clark (Hon); 4. John Turnell (Yam); 5. Johnny Williams (Kaw).

125 INT: 1. Jason McCormick (Hon); 2. Shaun Highland (Hon); 3. Darren Paulsen (Suz); 4. Eric Wauch (Hon); 5. Vy Lam Nguyen (Suz).

125 PRO: 1. Larry Jackson (Suz); 2. Lance Smail (Yam); 3. Tony Graves (Hon); 4. Scott Grimm (Kaw); 5. Aaron Shardelman (Kaw).

250 BEG: 1. Bob Stevens (Yam); 2. Anthoney Novello (Yam); 3. David Mills (Yam); 4. Scott Starbard (Yam); 5. Richard Rushton (Hon).

250 JR: 1. Lowell Fretz (Suz); 2. John Turnell (Yam); 3. Alex Kaveney (Yam); 4. Jeremy Porter (Hon); 5. Johnny Williams (Kaw).

250 INT: 1. Jason McCormick (Hon); 2. Ryan Leach (Suz); 3. Matt Gahle (Hon); 4. Darren Paulsen (Suz); 5. Mike Koehn (Kaw).

250 PRO: 1. Lance Smail (Yam); 2. Larry Jackson (Suz); 3. Tony Graves (Hon); 4. Chaun McAllister (Suz); 5. Don Boespflug (Kaw).

OPEN BEG: 1. Tom Wertman (ATK); 2. Aarin Wolfe (Hon); 3. Kevin Wilkinson (Hon); 4. Kory Reidhead (Hon); 5. Willie Adams (Yam).

OPEN JR: 1. Pat Dale (KTM); 2. Rob Aller; 3. Dale McLaughlin (Hon); 4. Butch Eaton (Kaw); 5. Bruce Isaacs (Hon).

OPEN INT: 1. Jason McCormick (Hon); 2. Casey Horseman (Hon); 3. Jeff Bailey (Hon); 4. Daren McLaughlin (Hon); 5. Travis Thornton (Hon).

OPEN PRO: 1. Don Boespflug (Kaw); 2. Shaun Waring (Hon).

BTH: 1. Ryan Leach (Suz); 2. Scott McLaughlin (Hon); 3. Michael York (Hon); 4. Forrest Transue (Hon); 5. Joe Gaberhausen (Yam).

UTH JR:1. Lowell Fretz (Suz); 2. Bryan Lynn (Yam); 3. Bryan Winers (Kaw); 4. Charles Downing (Suz); 5. Bruce Isaacs (Hon).

UTH INT: 1. Rod Keller (KTM); 2. Darren Poulsen (Suz); 3. Michael Williams (Yam); 4. Ted DeVol (Suz); 5. Jody Lenard (Hon).

VET JR: 1. Bryan Lynn (Yam); 2. Danny Villopoto (Yam); 3. Roy Fowler (Hon); 4. John Cicchetti (Yam); 5. Rick McCormick (Kaw).

VET INT: 1. Pat Dale (Suz); 2. Jeff Johnson (Kaw); 3. Randy Thompson (Hon); 4. Brian Doyle (Yam); 5. Gary Doggett (Hon).

VET MSTR: 1. Richard Merritt (Hon); 2. John Patterson (ATK); 3. Dallas Nyblod (Hon); 4. Rick Weidman (Hon); 5. Rick Howard (Yam).

VET PRO: 1. Jim Holley (Yam); 2. Warren Hickman (Yam); 3. Mike Whalen (Kaw); 4. Reid Goldman (Hon); 5. Alan Evans (Suz).

OT JR: 1. David Schoenmaker (Hon); 2. Tom Jesmer (Yam); 3. Bill Radcliffe (Kaw); 4. Rich Espy (Kaw).

OT INT: 1. Milt Harden (Suz); 2. Walt Smith (Kaw); 3. Bill Rasmussen (Hon); 4. Gary Highland (Yam); 5. John Meusling (Yam).

OT MSTR: 1. Gary Doggett (Hon).

Key clobbers 'em at Lodi ST

By Mindyz Mac

NEWMAN, CA, JUNE 13

Mark Key locked out the competition as he cruised to easy wins in both the Pro-Am and Open A mains, at the third of five Stockton M.C. promoted short track races at Lodi's Cycle Bowl.

Key shot his Wood-Rotax off the start line and into the lead with Rob Damron and Lonnie Pauley in tow. Key and Damron set the pace as they started to pull away from the pack. At the same time Woody Rogers had moved up to challenge Pauley for third. By the white flag lap, Key held a comfortable lead over Damron, while Rogers made a nice pass on the outside of Pauley to take over the third spot. The order at the finish line was Key, Damron, Rogers and Pauley.

In the Open A main, Key again grabbed the holeshot and was followed into turn one by Damron and Tory Bostrom. Again, Key and Damron pulled away from the rest of the riders. Bostrom was riding in hard in third, but couldn't catch the leaders. Behind Bostrom was an exciting race for fourth between Jesse Sanchez and Woody Rogers. At the finish line the winner was Key, with Damron in second, Bostrom third and Sanchez besting Rogers in a photo finish for fourth.

The Vintage C class winner was James Judd on a Yamaha, but the crowd favorite was definitely Adam Sabedra, Sr., riding the "Chorizo Special" Yamaha. Sabedra, who hadn't raced for 20 years, led the heat race

until the white flag lap and came back in the main to finish a respectable fourth. Asked how it felt to be back on the track, Sabedra grinned from ear to ear and said, "It was fun."

Results

P/W MOD: 1. Anthony Houser (Yam).
P/W STK: 1. Daniel Jenkins (Suz).
60 WMN: 1. Jesse Dawson (Kaw); 2. Mickey Lane (Kaw); 3. Debbie Anderson (Kaw); 4. Verna Ober (Kaw).
80 C: 1. Jeremy Ellis (Hon); 2. Craig Gonzales (Yam).
80 A/B: 1. Toby Jorgensen (Hon); 2. Kurtis Roberts (Kaw); 3. K.C. Rigmaiden (Kaw); 4. Eric Martin (Kaw).
250 C: 1. Cecil Short (Suz); 2. George Cummins (Yam).
250 A/B: 1. Billy Martin (C-A); 2. Eric Bostrom (Kaw); 3. Nathan Wait (Rtx).
SCHBY: 1. Eric Bostrom (Hon); 2. Billy Martin (C-A): 3. Earnie Martin (Suz); 4. Nathan Wait (Rtx).
500 C: 1. Daniel Higgnebotham (Yam); 2. Gerald Tenret (W-R).
OPEN B: 1. Kevin Gonzales (Rtx); 2. Don Wilhite (Hon); 3. Paul Bergstrom (Rtx).
VET C: 1. Ed Miller (C-A); 2. Mark Green (Yam); 3. Larry Coneghy (Yam); 4. Steven Gardner (Yam).
VET A/B: 1. Robert McDonnell (H-D); 2. Robert Meiring (Tri); 3. Scott Avist (Yam); 4. Kevin Gonzales (Rtx); 5. John Gonzales (Rtx).
VINT C: 1. James Judd (Yam); 2. Michael Knight (Yam); 3. Greg Stocking (Yam); 4. Adam Sabedra Sr. (Yam).
VINT A/B: 1. James Mahoney (Hon); 2. Paul Bergstrom (Hon).
OPEN A: 1. Mark Key (W-R); 2. Robert Damron (W-R); 3. Tory Bostrom (Rtx); 4. Jesse Sanchez (Hon); 5. Woodrow Rogers (Rtx).
PRO-AM: 1. Mark Key (W-R): 2. Rob Damron (Yam); 3. Woodrow Rogers (Rtx); 4. Lonnie Pauley (Hon); 5. Danny McDonnell (Rtx).

Carsten crashes Powerline MX

By Thom Veety
Photo by Action Photos

NEW EGYPT, NJ, JUNE 21

Barry Carsten topped the 125 and 200cc A classes at Powerline Park's Father's Day motocross, surviving tough battles with Team Green's Joel Dengler in both classes.

Marc Tiesler took his Honda to point in the first 125cc A moto, with Carsten on his Dunlop/DG/So Cal/Tsubaki/SunStar/Scott/Arai-backed Suzuki in second followed by Jim McIlvaine, Dengler, Richie Zupko and David Thierry. Tiesler held Carsten off for two laps before he and Dengler were able to get by. Dengler stayed within two seconds of Carsten before he was able to take the lead on lap four of the 10-lap moto. Carsten retook the lead on lap six when Dengler bobbled through the whoop section.

About six seconds behind the leaders, McIlvaine and Tiesler were dicing it out for third. McIlvaine gained the advantage with three laps to go and followed Carsten and Dengler to the finish.

Carsten holeshot moto two with Dengler right behind and again they dueled for the entire moto with Carsten taking the win by a bike length at the checkers.

Steve Moquin had a poor start in the first 125cc C race, but was gaining about three seconds a lap on second-place Jason Durham. Steve Lombardozzi, John Monteforte and Trevor Vervaet battled for the third spot for three laps as Moquin built a 22-second cushion over second-place Durham at the end of the seven lap moto.

Moquin powered into the first turn for the second moto holeshot, while Mike Gunning ran second in front of Lombardozzi, Durham Vervaet and Tom Passerella. Moquin repeated his first-moto ride, putting 16 seconds between himself and second-place finisher Durham, who battled Gunning for four laps before passing him for good.

Results

WMN: 1. Theresa Williams (Hon); 2. Charlotte Vancott (Hon); 3. Danna Lewis (Kaw).
OPEN MINI: 1. John Schneider (Hon); 2. Vinnie Guisti (Kaw); 3. David Belk (Kaw); 4. Daniel Miller (Kaw); 5. Jeff Dunlap (Kaw).
80 10-11: 1. Chris Hunter (Hon); 2. Ryan Lurch (Hon); 3. Greg Lurch (Kaw); 4. Paul Lettieri (Kaw); 5. John Paul Schaeffert (Kaw).
80 12-13: 1. John Schneider (Hon); 2. James Morgan III (Suz); 3. George Bova (Kaw); 4. Chris Chomko (Kaw); 5. Fred Albertin (Kaw).
125 A: 1. Barry Carsten (Suz); 2. Joel Dengler (Kaw); 3.Jim McIlvaine (Hon); 4. Richie Zupko (Kaw); 5. Marc Tiesler (Hon).
125 B: 1. Eric Swartwood (Kaw); 2. Bictor Rovino (Suz); 3. Ralph Delanzo (Hon); 4. Jason Corzine (Hon); 5. Rich Jarvis (Yam).
125 C: 1. Steve Moquin (Kaw); 2. Jason Durham (Hon); 3. Mike Gunning (Kaw); 4. Trevor Vercaet (Suz); 5. Steve Lombardozzi (Hon).
250 A: 1. Barry Carsten (Suz); 2. Joel Dengler (Kaw); 3. David Thierry (Suz); 4. Mark Costa (Kaw); 5. James Gregory (Suz).
250 B: 1. Sam Thurston (Hon); 2. Ralph Delanzo (Hon); 3. Jason Corzine (Hon); 4. Rob Meluso (Kaw); 5. Rich Applegate (Kaw).
250 C: 1. Pete Bennett (Suz); 2. Cornell Canter (Kaw); 3. Joe Koopman (Kaw); 4. James Preston (Hon); 5. Jason Treat (Kaw).
OPEN B: 1. Harry Foltz (Kaw); 2. Mike O'Flaherty (Kaw); 3. R.S. Gooch; 4. Carl Graff; 5. Rich Lyken.
25+ A: 1. Marc Tiesler (Hon); 2. Jim McIlvaine (Hon); 3. Jaylil Lynch (Hon); 4. Rob McGuire; 5. Tim Lona.
25+ B: 1. Dan Polak (Hon); 2. Ed Block (Kaw); 3. Tom Levers (Hon); 4. Cliff Volker (Yam); 5. Jeff Coth (Hon).
SR A: 1. Mark Costa (Kaw); 2. Robert McGuire (Hon); 3. Bruce Dengler (Kaw); 4. Scott Stevens (Yam); 5. Joe Lurch (Suz).
S/SR: 1. Jim McGuinnis (Hon); 2. Charles Hughes (Suz); 3. Ken Brewer (Hon); 4. Rees Firestone (Suz); 5. John Miner (Hon).
SR B: 1. Joe Deintinis (Kaw); 2. Yury Alpert (Kaw); 3. Jim Krampert (Kaw); 4. Tom Pewtrolongo (Hon); 5. Cliff Volker.
SCHBY: 1. Shawn Ulikowski (Hon); 2. Ed Blewett (Suz); 3. Jason Durham (Hon); 4. David Thoms (Suz); 5. Trevor Vervaet (Suz).
COLBY: 1. Preston Swain (Hon); 2. Rich Schmidt (Suz); 3. Harry Foltz (Kaw); 4. Eric Swartwood (Kaw); 5. Vic Rovani (Suz).

Steve Moguin won the 125cc class at Powerline Park MX in New Jersey.

LACR MX win to Smart

By Greg Robertson

PALMDALE, CA, JUNE 26

Darin Smart and John Valko split moto wins with Smart topping the 250cc Beginner class during California Racing Club's Friday night motocross program at Los Angeles County Raceway.

Donald Colyer led the first part of moto one with John Oseguera, Smart and Valko in close formation. Valko overtook the lead on lap three and started to pull away. On the seventh lap Smart outjumped Oseguera into second place, but Oseguera wasn't giving up easily and stuck to Smart's rear fender. Valke's lead was shrinking fast as the battle for second nearly caught him on the last lap. Valko won by a couple of seconds with Smart in second.

Colyer had the fastest reaction time and led the second moto for half a lap before Valko blew by. Colyer ran a close second until he got sideways in a turn and Oseguera snuck by. Colyer quickly returned the favor and reclaimed the runner-up position while Valko cruised in front. Smart was making up for a midpack start and passed Oseguera for third and set out after Colyer. Colyer's front end washed out causing him to go down and fall back to fourth place. Smart slowly reeled in Valko for the pass and the overall win.

Jim Buntin earned the overall honors in the 125cc Novice class with a perfect 1-1 score. Buntin gated poorly in the first moto but lucked out when Mike Crosby went down in a whoop section and Danny Woodard stalled his bike. By the fourth lap Buntin was up to third and closing fast on Tony Tretta. Buntin got around Tretta and leader Robbie Powell and was untouchable for the moto win.

Buntin made it look easy in the second moto as he holeshot and ran away. Powell ran a lonely second while Tretta, Crosby and Woodard argued over third place, with Tretta finally claiming the position.

Results

P/W A: 1. Scott Howe (Yam); 2. Jerry Martinez (Yam); 3.Michael Bragg (Yam).
P/W B-1: 1. Christopher Epper (Yam); 2. Caleb Gosselaar (Yam); 3. Eric Durrer (Yam); 4. Chris Nihan (Yam); 5. Shane Smith (Yam).
P/W B-2: 1. Anthony Barbacovi (Yam).
60 0-8: 1. Scott Howe (Rcp); 2. Daryl Ecklund (Kaw); 3. James Thompson (Yam); 4. Michael Bragg (Kaw); 5. Ryan Couse (Kaw).
60 9-11: 1. Billy Payne (Kaw); 2. Jonathan Shimp (Kaw); 3. Christopher Gosselaar (Kaw); 4. Tod Gosselaar (Kaw); 5. Johner Falker (Kaw).
MINI BEG: 1. Jason Abbott (Yam); 2. Mike Collier (Kaw); 3. Dustin Courtney (Suz); 4. Michael Rowland (Hon); 5. Jason Snow (Kaw).
125 BEG: 1. Bobby Hall (Kaw); 2. Josh Jenkins (Yam); 3. Eric McNutt (Hon); 4. Travis Law (Hon); 5. Mark Libardoni (Kaw).
250 BEG: 1. Darin Smart (Hon); 2. John Valko (Hon); 3. John Oseguera (Hon); 4. Donald Colyer (Hon); 5. Cory Garcia (Hon).
500 BEG: 1. Patrick Mullen (Hon).
JR VET BEG: 1. Timoteo Welch (Kaw); 2. Vic Nalbandian (Yam); 3. Dean Hancock (Suz).
VET BEG: 1. Chris Kemp (KTM); 2. John Albini (Yam); 3. Brian Bogdanich (Kaw); 4. Martyn Atkins (KTM); 5. Thomas Collombe (Yam).
MINI NOV: 1. Robby Couse (Kaw); 2. Richard Powell (Suz).
125 NOV: 1. Jim Buntin (Suz); 2. Robbie Powell (Suz); 3. Toni Tretta (Kaw); 4. Mike Crosby (Kaw); 5. Brian Ratliff (Kaw).
250 NOV: 1. Erik Kleven (Hon); 2. Dan King (Yam); 3. Bob Bottcher (Hon).
500 NOV: 1. Troy Seeger (Yam).
VET NOV: 1. Bob Shimp (Suz); 2. Russ McAfee (Yam); 3. Bud Burchette (Hon); 4. Stacy Skaggs (Hon); 5. Mark McCutlock (Kaw).
JR VET NOV: 1. Alon Sahar (Yam); 2. Juda Ayalon (Hon); 3. Steve Corteville (Hon); 4. Aviad Sahar (Yam).
SR BEG: 1. Bob Breach (Yam); 2. John Fullmer (Yam).
MINI INT: 1. Lanny Turner (Suz).
BIG WHL: 1. Cody Evans (Kaw); 2. Leston Derrick (Kaw).
JR VET INT: 1. David Kenny (Kaw).

Lanny Turner (755) was the fastest 80cc rider at Los Angeles County Raceway MX.

David Walters (27), Danny Woodard (21) and Keith Katz battled at LACR.

VET INT: 1. Ed Armstrong (Hon); 2. Gary Dudley (Kaw); 3. Gene Dickinson (Kaw); 4. David Williams (Suz).
250 PRO: 1. Craig Hofmeister (Hon).
VET PRO: 1. Craig Hofmeister (Hon); 2. Mark Horton (Yam); 3. Scotty Walker (Hon).

Walters wins at LACR MX

By Tony Alessi

PALMDALE, CA, JUNE 21

David Walters used consistency to score the overall 125cc Novice class victory during California Racing Club's motocross at Los Angeles County Raceway.

Danny Woodard led the early laps of the first moto, but was passed by Keith Katz at the halfway point in the race. Once in front Katz pulled away from the competition, despite being hampered by late-race engine problems which caused his machine to pop and sputter.

Walters jumped ahead in the second moto followed by Woodard, Bryan Carrillo and Katz. Carrillo was no match for Katz and soon dropped off the pace. Katz again experienced engine trouble while all three riders rode in close formation to the checkered flag, where Walters scored the moto and overall wins.

Roger DeCoster celebrated Father's Day with his 13-year-old son, Kitch, who was riding in his first-ever race.

DeCoster rode inside the top five for most of the 80cc Beginner race, but a slip on the last lap dropped him back to ninth place. Matt Tittlemier won the moto followed by Chris Honnold and Mike Villansyr.

"I have been trying to keep him out of racing," Roger DeCoster said about his son, "But he has it in his mind to race, so today is his first time."

In the second moto, Kitch DeCoster started midpack and charged up to a fifth-place finish, while Tittlemier again scored the moto win.

Joel Hughes dominated the 125cc Beginner class with a pair of moto victories. Bryan Radinsky pushed to holeshots in both motos, but faded hard after the halfway point in both races, which opened the door for Hughes to slip by and pull away.

Results

P/W A: 1. Scott Howe (Yam); 2. Jerry Martinez (Yam); 3. Ray Perez (Yam); 4. Kit Kunath (Yam).
P/W B-1: 1. Chris Nihan (Yam); 2. Vince Ocuto (Yam); 3. Shane Smith; 4. J.J. Hall.
P/W B-2: 1. Anthony Barbacovi (Yam); 2. Ricky West (Yam); 3. Christopher Smith (Yam); 4. Bryan Bird (Yam); 5. Danny Bird (Yam).
P/W MOD: 1. Ryan Martin (Itj).
60 0-8: 1. Scott Howe; 2. Ray Perez (Kaw); 3. Ryan Martial (Yam); 4.James Thompson (Yam); 5. Justin Jordan (Kaw).
60 9-11: 1. Kurt Nelson (Kaw); 2. Brian McKnight (Kaw).
80 BEG: 1. Matt Tittlemier (Kaw); 2. Chris Honnold (Hon); 3. Greg Andrew (Suz); 4. Warren Tittlemier (Suz).
BIG WHL: 1. Townsend; 2. Ricky Ziegler (Kaw).
80 NOV: 1. Richard Powell (Suz); 2. Michael Young (Kaw); 3. Joel Nelso (Kaw).
80 INT: 1. Lanny Turner (Suz).
125 BEG: 1. Joel Hughes (Suz); 2. Bryan Radinsky (Suz); 3. Chuck St. Romain (Yam); 4. Dante Herrero Jr. (Kaw0; 5. Jim Valladez (Hon).
125 NOV: 1. David Walters (Suz); 2. Danny Woodard (Suz); 3. Keith Katz (Kaw); 4. Bryan Carillo (Kaw); 5. Shaun Dolmage (Suz).
125 INT: 1. Erik Lindstrom (Hon); 2. Jason Simmons (Kaw).
250 BEG: 1. Chris Hagen (Yam); 2. Brett Fortner (Hon); 3. Chris Houwen (Yam); 4. Eldrice Perry (Yam); 5. David Deringer (Yam).
250 NOV: 1. Loren Jenkins (Hon); 2. Bob Buttcher (Hon); 3.Mike Maute (KTM); 4. Brent Geer (Suz); 5. Chuck Kober (Kaw).
250 INT: 1. Jason Simmons (Kaw); 2. Rob Dunham (Yam).
500 BEG: 1. Mike Embry (Yam).
500 NOV: 1. Charlie Strong (Kaw0; 2. Chris Evans (Yam); 3. Scott Hoffman (Hon).
500 INT: 1. Jeff Hares (Hon).
JR VET BEG: 1. Darren Graycel (Hon).
JR VET NOV: 1. Craig Bryson (Yam).
JR VET INT: 1. Pete Csulak (Suz).
VET BEG: 1. Bryan Davis (Kaw); 2. Garrett Keith (Kaw); 3. Tim Marlenhall (Kaw); 4. David Bind (Yam); 5. Tim Whisnant (Yam).
VET NOV: 1. Tim McAdams (Kaw); 2. Craig Bryson (Yam); 3.Mike Aleman (Hon).
VET INT: 1. Charlie Strong (Kaw); 2. Randy Anderson (Yam); 3. Ken Renaux (Suz).
VET EX: 1. Scotty Walker (Hon); 2. Jeff Hares (Hon).
SR NOV: 1. Eric Davies (Yam).
SR INT: 1. Bob Dunham (Yam).

Gregory grabs Cambridge Short Track win

By Tim McBride

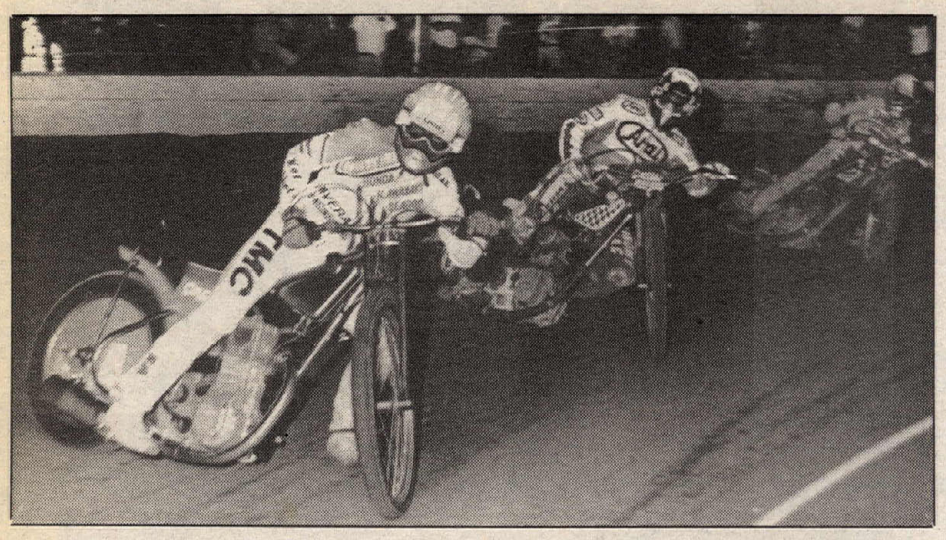
CAMBRIDGE, MN, JUNE 20

Rookie Pro-Am dirt tracker Norb Gregory scored his first Open Pro class win during the third round of the Dirt Track Riders Association's Championship short track series, held at the Isanti County Fairgrounds.

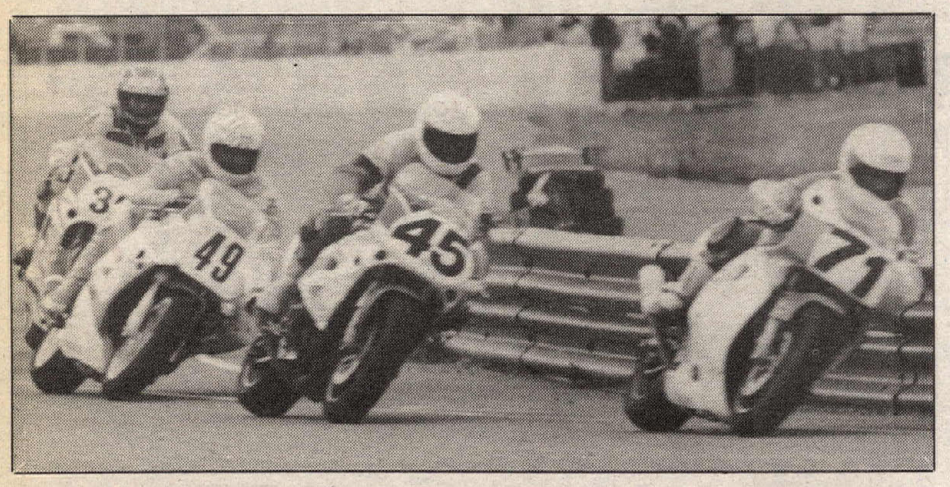
Gregory blasted off the line in the first heat race and led his brother Tim Gregory and Dave Peterson down the back straight. The only change in the running order came on lap four when Peterson powered past Gregory to take the runner-up position.

In the main it was Brisbin with the quickest reactions off the line. Brisbin's lead was short-lived though, as Gregory shot by on the front straight. It appeared to be another runaway win for Gregory as he pulled away from the rest of the field. On lap five Tehro passed Dave Peterson for fourth, and the order was Gregory, Brisbin, Tim Gregory, Tehro, Dave Peterson and John Peterson. As the laps

LOCAL EVENTS



Costa Mesa Handicap main winner Rob Pfetzing led Steve Lucero and Mike Faria.



Frank Congill (71) headed the pack into turn two at Mountain View Motorsport Park.

More than 500 riders turned out for Saturday's Pac-West National at Washougal MX.

wound down Brisbin reeled in Gregory and the twosome were never over a bike length apart. Gregory responded to Brisbin's charge and pulled away. At the wire it was Norb Gregory scoring his first big win with a hard-charging Brisbin close behind.

Results

BEG: 1. Travis Johnson (Yam); 2. Todd Johnson (Yam); 3. John Peterson (Hon); 4. Jerry Koch (Yam); 5. Dan Sarazin (Yam).
VINT: 1. Buzz Arndt (C-A); 2. John Peterson (Hon); 3. Tim McBride (C-A); 4. Fred Prudhome (BSA); 5. Joe Blackwell (Yam).
250 B: 1. Tim Gregory (Hon); 2. John Peterson (Hon).
OPEN B: 1. Buzz ARndt (Yam); 2. Joe Blackwell (Yam); 3. Ron Brisbin (Hon).
250 MX: 1. Dorn Peterson (Yam); 2. Travis Johnson (Yam); 3. John Larson (KTM); 4. Jason Larson (KTM); 5. Scott Carter (Yam).
SR: 1. Buzz Arndt (Yam); 2. Joe Blackwell (Yam); 3. Fred Prudhome (BSA); 4. Frank Radloff (Yam).
OPEN PRO: 1. Norb Gregory (Hon); 2. Troy Brisbin (Hon); 3. Tim Gregory (Hon); 4. Mike Tehro (Hon); 5. Dave Peterson (Hon).

Dickson dominated Sleepy Hollow Motocross

By Brenda Uhrich

FREDERICKSBURG, PA, JUNE 7
Gaylon Dickson won all four of his motos at Sleepy Hollow Motocross Park. Dickson indicated he got good starts which helped him lead each race from the start to the checkered flag. The wins gave Dickson first overall in the 125 and 250cc Expert classes.

Many of the riders felt that track conditions were the best of the season. The track was fast with plenty of room for passing.

Dave Wolfskill kept the pressure on Matt Forman throughout the first Over 25 moto but Forman never gave up the room Wolfskill needed to pass. Meanwhile Bob Sorenson played the same game with Brian Eichelberger for third place in the moto.

In the second moto Sorenson led the field out of the starting gate with Wolfskill in second and Forman in third. A wet section on the track which provided problems throughout the day caused Wolfskill to go down on the first lap. Forman didn't seem to mind the muddy section, as he passed Sorenson at the same spot to take the lead in the second lap and came away with the moto win.

Dan Wilson, who won the 125cc Amateur class worked his way from a mid-field start to take first place in the second moto. Wilson, who won the first moto, was penalized for starting illegally, and had to start backwards in the second moto. He was ninth after the first lap, but by the start of lap three was in second place and riding hard to catch Erik Wingert. He passed Wingert in the final lap to take the moto win and first overall.

Results

125 EX: 1. Gaylon Dickson (Suz); 2. David Kratz (Kaw); 3. Brian Eichelberger (Suz); 4. Michael Bear (Yam); 5. Ronald Beam Jr. (Hon).
250 EX: 1. Gaylon Dickson (Yam); 2. Matthew Forman (Hon); 3. Bill Schmidt (Kaw); 4. David Kratz (Kaw); 5. Michael Bear (Yam).
OPEN EX: 1. Bill Schmidt (Kaw); 2. Brad Stepp (KTM); 3. Mark Bennett (Hon); 4. Randy Whitmer (Kaw); 5. Harold Seiverling (Kaw).
125 AM: 1. Dan Wilson (Hon); 2. Erik Wingert (Suz); 3. Todd Hamilton (Suz); 4. Justin Anderson (Kaw); 5. Alan Debellis (Hon).
250 AM: 1. Chris Albanesius (Hon); 2. William Peoples (Suz); 3. Kenneth Kauffman (Kaw); 4. Dan Brown (Hon); 5. Joel Brown (KTM).
OPEN AM: 1. Kenneth Lagler (Hon); 2. Joel Brown (KTM); 3. Dan Brown (Hon); 4. Robert Walasavage (KTM); 5. Joseph Hoffman (Kaw).
125 NOV: 1. Patrick Cassidy (Kaw); 2. Todd Weindel (Hon); 3. Michael Whitehead (Kaw); 4. Troy Smeltz (Hon); 5. Mike Wotring (Yam).
250 NOV: 1. Keith Cooper (Kaw); 2. Ronald Barnett (Suz); 3. Troy Smeltz (Hon); 4. Mark Wakefouse (Yam); 5. Daniel Stiner (Kaw).
25+: 1. Matthew Forman (Hon); 2. Bob Sorenson (Kaw); 3. David Wolfskill (Suz); 4. Brian Eichelberger (Suz); 5. Harlan Seiverling (Hon).
SR EX: 1. David Wolfskill (Suz); 2. Bob Sorenson (Kaw); 3. Michael Hendrix (Yam); 4. Jerry Hasaka (Hon); 5. Chris Albanesius (Hon).
SR A: 1. George Lucas Jr. (Kaw); 2. Timothy Terway (Suz); 3. Robert Dellar (Hon); 4. Douglas Reitz (Hon); 5. Michael Davis Sr. (Hon).
S/SR: 1. Frank Esposito (Yam); 2. Paul Dilliplane (Kaw).
80 14-15: 1. Devin Trexler (Hon); 2. Anthony Cavazza (Kaw); 3. Ed Repkoe (Suz); 4. Stephen Rehrer (Kaw).
80 12-13: 1. Amber Hughes (Suz); 2. Mark Andrews (Suz); 3. Richard Moyer Jr. (Yam); 4. Nicholas Sears (Kaw); 5. Michael Hoffman (Kaw).
80 7-11: 1. James Devonshire (Yam); 2. Terance Osenbach (Suz); 3. Ryan Hower (Kaw); 4. Jason Harris (Yam); 5. Todd Altland (Kaw).
60: 1. Todd Altland (Kaw); 2. Brody Miller (Hon); 3. Timothy Terway (Kaw); 4. Nathan Reitz (Kaw); 5. Casey Clark (Kaw).
50 7-8: 1. Derek Burlew (Yam); 2. Craig Sody (Yam); 3. Kirk Ryan, Jr. (Yam); 4. Richard Aspinall (MM); 5. Lanny Kemble (MM).
50 4-6: 1. Ryan O'Laughlin (Yam); 2. Jeffrey Koss (Yam); 3. Bryan Fleischman (Yam); 4. Matthew Osenbach (Itj); 5. Sean McCarthy (Yam).

Pfetzing powers to Costa Mesa Speedway win

By M. Sober
Photo by Jim Thorn

COSTA MESA, CA, JUNE 26
Robert Pfetzing won the eight-man, eight-lap Handicap main event before a crowd of 4080 at the Orange County Fairground's legendary speedway oval, while Steve Lucero was victorious in the Scratch main.

Pfetzing was one of five riders that qualified for the Handicap main from the 40-yard line. Since only four riders can occupy any yardage line, a drawing was held to determine who would move back to the 50-yard line with Mike Faria and Steve Lucero. Shawn McConnell was moved back while Brad Oxley, Charlie Venegas and Chris Manchester remained on the 40 with Pfetzing. This left Gary Ackroyd alone, ahead of the pack on the 30.

On the start, Ackroyd was caught off guard and was quickly swallowed up by Oxley, who used a rolling start to move past Ackroyd before they even reached the starting tapes! Ackroyd fell into line behind Oxley, holding off Pfetzing, Manchester, McConnell, Faria and Lucero. The top six positions stayed the same through lap five when Ackroyd suddenly went wide allowing the next five riders to move past him. Oxley looked to have the win all but wrapped up when disaster struck as his engine gave way on the sixth lap. A surprised but grateful Pfetzing took quick control of the front spot and held onto it for the win, while Manchester placed second.

Steve Lucero used his starting ability and good fortune to finish ahead of Oxley, Faria and Pfetzing in the Scratch main. Lucero drew the inside starting position, while to his right were Faria, Pfetzing and Oxley. Lucero was the first off the line, with Faria trying to swoop around the outside. Faria pulled slightly ahead of Lucero as the two ran down the back straight, but with Lucero occupying the inside, Faria had no way to get around. Meanwhile, Oxley was breathing down Lucero's neck, and took over second place at the end of lap two. Pfetzing was following Faria on the outside, but fell while trying to work the deep dirt a little too hard. Lucero held on for the decisive win, while second place went to Oxley.

Results

SCRATCH: 1. Steve Lucero (Gdn); 2. Brad Oxley (Wes); 3. Mike Faria (Wes); 4. Robert Pfetzing (Wes).
HDCP: 1. Pfetzing; 2. Chris Manchester (Jaw); 3. Lucero; 4. Faria; 5. Charlie Venegas (Wes).
D-2: 1. Carlos Cardona; 2. Kevin Rubio; 3. Bryan Buffington; 4. Robbie Hackman; 5. Heath Hammonds.
D-3: 1. Tom Wetzel; 2. Joe Winston; 3. Rick Pot; 4. John Wawks; 5. George Fox.
SDCAR: 1. Peter Lewis/Jamie Macy; 2. Ross Millar/Dale Leeder; 3. Joe Petraglovic/Alan Bilger; 4. Thomas Moore/Doug Whitson; 5. Don Horsley/Robert Harrell.
D-1 JR: 1. Pete Peralta; 2. Angela Hale; 3. Michael Hull.
D-2 JR: 1. Pat Donovan; 2. Scott Larsen.

Mountain View RR to Erickson

By David Lucas

MEADE, CO, JUNE 28
Mark Erickson continued his consistent season winning the Lightweight Superbike class at Mountain View Motorsport Park.

Erickson jumped off the grid ahead of the pack and held the lead throughout lap one. Jeff Scheuller elbowed Vern Bundy aside in the dash for the first corner but Bundy was trying to get around. Jerry Anderson and Jim Forington were harassing Scheuller, while Erickson stretched out a long lead. Anderson and Forington went after Schueller and both passed him under braking on the following lap. Forington left Anderson in fourth for the rest of the race. On the last four laps Bundy, Erickson and Forington constantly swapped positions, with Forington eventually claiming the win over Bundy.

Kurt Dimick was first off the start in the Middleweight Superbike race, while Terry Harnish and Aaron Merriman followed. Merriman edged Harnish in the run to the downhill seventh turn, and Damon Carr also got by after repeated attacks on Harnish. Dimick won ahead of Merriman and Carr.

The Heavyweight Superbike class start was controlled by Randy Kirschbaum. Frank Cowgill, Bryan Balkeman, Mike Surratt and Terry Harnish were bumping for second place until Cowgill and Balkeman both ran off the track. Dimick slipped under Harnish and held third to the finish.

Results

ROR-GTU: 1. Kurt Dimick (Yam); 2. Aaron Turner (Yam); 3. Aaron Merriman (Yam); 4. Damon Carr (Hon); 5. Bobby Miosek (Yam).
ROR-GTO: 1. Don Hough (Yam); 2. Dan Turner (Suz); 3. Robert Wright (Suz); 4. Larry Locklear (Hon); 5. Dennie Burke (Suz).
LWSB: 1. Jim Forington (Hon); 2. Mark Erickson (Yam); 3. Vern Bundy (Hon); 4. Jerry Anderson (Hon); 5. Ray Rossi (Rtx).
MWSB: 1. Kurt Dimick (Yam); 2. Aaron Merriman (Yam); 3. Damon Carr (Hon); 4. Terry Harnish (Kaw); 5. Tony Johnson (Hon).
HWSB: 1. Randy Kirschbaum (Suz); 2. Mike Surratt (Suz); 3. Kurt Dimick (Yam); 4. Terry Harnish (Kaw); 5. David Gurtler (Suz).
USB: 1. Don Hough (Yam); 2. Jason Curran (Yam); 3. Dan Turner (Suz); 4. Mark Schellinger (Yam); 5. David Gurtler (Suz).
MWSS: 1. John Weiss (Yam); 2. Tony Johnson (Hon); 3. Bobby Miosek (Yam); 4. Damon Carr (Hon); 5. John Beldock (Hon).
HWSS: 1. Robert Wright (Suz); 2. Mike Surratt (Suz); 3. Dennie Burke (Suz); 4. Frank Cowgill (Kaw); 5. Tony Johnson (Hon).
USS: 1. Dan Turner (Suz); 2. Robert Wright (Suz); 3. Larry Locklear (Hon); 4. Dennis Burke (Suz); 5. Damon Carr (Hon).
F-COLO: 1. Mike Cunningham (Yam); 2. John Hjelm (Suz); 3. Jim Forington (Hon); 4. Mark Erickson (Yam); 5. Gregg Kochiss (Yam).
AM GTU: 1. Todd Alexander (Yam); 2. Josh Graham (Yam); 3. Jeff Yekel (Hon); 4. David Loken (Hon); 5. Vern Bundy (Hon).
AM GTO: 1. Steve Cottrell (Suz); 2. Dave Saba (Kaw); 3. Shane Norris (Yam); 4. Scott Bailey (Suz); 5. Walt Jackson (Suz).
NOV GTU: 1. Kevin Kowalchuck (Yam); 2. Josh Graham (Yam); 3. David Loken (Hon); 4. John Folsom (Hon); 5. Andy Colfelt (Hon).
NOV GTO: 1. Steve Cottrell (Suz); 2. Dave Saba (Kaw); 3. Steve Knapp (Yam); 4. Walt Jackson (Suz); 5. Don Pino (Hon).
MOD VINT GTU: 1. Jim Forington (Rtx); 2. Gregg Kochiss (Yam); 3. Quinn Swift (Yam); 4. Skie Dunning (Yam); 5. Rick Kramer (Duc).
MOD VINT GTO: 1. Jay Yarrington (Hon); 2. Gary Peil (Yam); 3. Steve Ruhnke (Kaw).
F-125: 1. John Hjelm (Yam); 2. Ed Chec (Yam); 3. Ray Rossi (Hon); 4. Flavio Calligaro (Hod); 5. Clair Sam (Yam).

Jackson, Delaware top Washougal Motocross

By Brian Barnes

WASHOUGAL, WA, JUNE 21
Larry Jackson and Justin Delaware were the big winners at round six of the CMC Pac-West Nationals held at Washougal MX Park, where a turnout of 540 riders showed up to do battle.

Jackson had a top field to contend with in both the 125 and 250cc Pro classes, including National riders Lance Smail, Tony Graves and Chaun McCallister. Smail got the holeshot in the first 125cc Pro moto, and held on for the win. Jackson stayed close the entire race but couldn't find a way around. Smail ended up winning, with Jackson a close second.

Jackson took the moto two holeshot over Aaron Shardelman and Scott Steffy, and was never seriously challenged for the win and the overall. Graves rode to the runner-up spot, but ended up third overall after Smail put in a come-from-behind ride for third and second overall.

In the 250cc Pro class Jackson was by far the top rider. In the first round Graves and Californian Jimmy Holley took turns at leading the first two laps but Jackson got by both on lap three and rode on to the win with Graves second and Holley third.

In moto two Jackson went on to a wire-to-wire win. Graves was second overall via his 2-2 tally.

Justin Delaware stole the show in the 50cc A Stock and Modified classes, as well as the 60cc 0-8 class. The Montana resident aced five of six motos he competed in, losing only to Tyler Fick in the first moto of 50cc Stock category.

Results

P/W STK: 1. Justin Delaware (Yam); 2. Tyler Fick (Yam); 3. Joey Mancuso (Yam); 4. Cody Delaware (yam); 5. Jeremy McNeil (Yam).
P/W MOD: 1. Justin Delaware (Yam); 2. Tyler Fick (Yam); 3. Cody Delaware (Yam); 4. Jeremy McNeil (Yam); 5. Bobby Knoblauch (Yam).
60 0-8: 1. Justin Delaware (Kaw); 2. Kelvin Schoen (Kaw); 3. Travis Taylor (Hon); 4. Don Wolfe (Kaw); 5. Tyler Fick (Kaw).
60 9-11: 1. Eric Williams (Kaw); 2. Justin Delaware (Kaw); 3. Ty Kavaney (Kaw); 4. Jeremy Gray (Kaw); 5. Corey Clark (Kaw).
80 OPEN: 1. Eric Williams (Kaw); 2. Ty Kaveney (Hon); 3. Justin Delaware (Yam); 4. Doug Ask (Kaw); 5. Michael Smith (Suz).
80 BEG: 1. Jason Miller (Suz); 2. Tyler Kaveney (Kaw); 3. Rocky Delaware (Kaw); 4. Ryan Anderson (Kaw); 5. David Nichols (Suz).
105: 1. Greg McFarland (Kaw); 2. Nick Hanson (Kaw).
80 JR: 1. Eric Williams (Kaw); 2. Tory Howard (Suz); 3. Nick Peterson (Hon); 4. Tom York (Hon); 5. Robbie Ratliff (Hon).
80 INT: 1. Jessy Williams (Kaw); 2. Danny Smith (Suz); 3. Brett Boehm (Hon); 4. Nick Hansen (Kaw); 5. Peter Mares (Kaw).
125 BEG: 1. Arlyn Long (Suz); 2. Shane St. John (Kaw); 3. Benton Morgan; 4. Danny Green (Yam); 5. Mike Green (Kaw).
125 JR: 1. Johnny Williams (Kaw); 2. Eric Graves (Hon); 3. Shane Hoberlein (Suz); 4. Brent Blaser (Hon); 5. Brace Hagseth (Hon).
125 INT: 1. Jason McCormick (Hon); 2. Forrest Transue (Hon); 3. Shawn Highland (Hon); 4. Mike Koehn (Kaw); 5. Chris Dineen (Suz).
125 PRO: 1. Larry Jackson (Suz); 2. Lance Smail (Yam); 3. Tony Graves (Hon); 4. Grayson Hart (Hon); 5. Aaron Shardelman (Kaw).
250 BEG: 1. Rob Stevens (Yam); 2. Garth Ullakko (Yam); 3. David Mills (Yam); 4. Doug Nedrow (Kaw); 5. Scott Starbard (Yam).

250 JR: 1. Jason Mathews (Hon); 2. Alex Kaveney (Yam); 3. Larry Hoffenbredl (Suz); 4. Danny Villopoto (Yam); 5. Johnny Williams (Kaw).
250 INT: 1. Shawn Highland (Yam); 2. Darren Paulson (Suz); 3. Chris Russell (Hon); 4.Mike Koehn (Kaw); 5. Sean Naslund (Hon).
250 PRO: 1. Larry Jackson (Suz); 2. Tony Graves (Hon); 3. Jim Holley (Yam); 4. Lance Smail (Yam); 5. Scott Steffy (Suz).
OPEN BEG: 1. Tom Wertman (ATK); 2. Doug Jenkins (Hon); 3. Kevin Wilkinson (Hon); 4. Darin Wolfe (Hon); 5. Kory Reidhead (Hon).
OPEN JR: 1. Pat Dale (KTM); 2. Bruce Irwin (Hon); 3. Bruce Isaacs (Hon); 4. Steve Evensen (Hon); 5. Dale McLaughlin (Hon).
OPEN INT: 1. Jeff Bailey (Hon); 2. Daren McLaughlin (Hon); 3. Casey Horseman (Hon); 4. Travis Thornton (Hon); 5. Jerry Asbjornsen (Hon).
OPEN PRO: 1. Don Boespflug (Kaw); 2. Shaun Warig (Hon).
BTH: 1. Forrest Transue (Hon); 2. Michael York (Hon); 3. Scott McLaughlin (Hon); 4. Justin Burlingame (Suz); 5. Joe Arnott (Hon).
UTH JR: 1. Bryan Lynn (Yam); 2. Charles Downing (Suz); 3. Bryan Winnem (Kaw); 4. Dwayne DeYoung (Hon); 5. Gary Bren (Hon).
UTH INT: 1. Darren Paulson (Suz); 2. Michael Williams (Yam); 3. Bruce Johnson (Kaw); 4. Brian Goodin (Suz); 5. Jody Lenard (Hon).
30-40 JR: 1. Bryan Lynn (Yam); 2. Danny Villopoto (Yam); 3. John Cicchetti (yam); 4. Roy Fowler (Hon); 5. Scott Sherbert (Hon).
30-40 INT: 1. Pat Dale (Suz); 2. Jeff Johnson (Kaw); 3. Greg Nelson (Hon); 4. Randy Thompson (Hon); 5. Butch Wells (Kaw).
30-40 MSTR: 1. Richard Merritt (Hon); 2. Ted DeVol (Suz); 3. John Patterson (ATK); 4. Dalls Nyblod (Hon); 5. John Hodges (Kaw).
30-40 PRO: 1. Jim Holley (Yam); 2. Warren Hickman (Yam); 3. Reid Goldmann (Hon); 4. Ron Wallace (Hon); 5. Alan Evans (Suz).
WMN: 1. Tara Harrison (Kaw);2. Susan Smith (Kaw); 3. Shannon Starbard (Yam); 4. Darcy Patterson (Kaw); 5. Lisa Garrison (Kaw).
OT JR: 1. Tom Jesmer (Yam); 2. Bill Radcliffe (Kaw); 3. David Schoenmaker (Hon).
OT INT: 1. Milt Harden (Suz); 2. Walt Smith (Kaw); 3. Gary Highland (Yam); 4. Bill Rasmussen (Hon); 5. Leroy Smith (Hon).
OT MSTR: 1. Gary Doggett (Hon).

Howard hauls at Daniel Boone Motocross

By Gwenn Harris

LONDON, KY, JUNE 21
It was another action-packed day at the Daniel Boone Motocross Park with Mike Howard adding two big wins to his already impressive record this season.

In the first 250cc B class moto Howard took the holeshot and kept a substantial lead throughout the race. The second moto started with the advantage going to Tim Polston but Howard passed him in the first lap and stayed in front until the finish for the overall win.

Howard also racked up a win in the Unlimited Amateur class. When asked how he liked the track at the new motocross park, Howard replied, "It is as good a track as any in the country. It is safe but also tough and challenging."

Other action at the park included a father-and-son relay race for Father's Day, which was won by the team of Jason and Roger Bault of Knoxville, Tennessee. In addition, a wedding ceremony was performed during the halftime intermission. The happy couple, Eric Reed and Melissa Pruitt, took a turn around the track on a quad after the wedding. Reed also rode to fourth place in the Unlimited Amateur class and second place in the Open Amateur category.

The 80cc Junior class provided an exciting race as Chris Hedrick took the holeshot in the first moto. The battle was on as Brian Hodges moved up five places in the first lap to fourth place. In the second lap. Hodges moved up to third and by the fourth lap he had reached second place, where he remained until the end of the first moto.

In the second moto Hedrick was injured coming out of the starting gate and Hodge was able to lead the moto and claim the overall win for the day.

Results

80 JR: 1. Brian Hodges (Hon); 2. Michael Lambert (Kaw); 3. Scott Howard (Kaw); 4. Adam Vaughn (Suz); 5. Brian Bourne (Kaw).
125 C: 1. Ryan Duff (Yam); 2. Harrison Miller (Suz); 3. Roger Spencer (Yam); 4. Steve Hensley (Suz); 5. Chris Bault (Suz).
250 C: 1. Jamie Bramblet (Suz); 2. Fonzo Stanley Jr. (Yam); 3. Timothy Nichols (Kaw); 4. Dan Cooley (Hon); 5. Lonnie Abbott (Suz).
ENDR: 1. Ranny Ridner (Hon); 2. Rodney Williams (Suz).
30+: 1. Carl Blevins (Hon); 2. Lonnie Abbott (Suz); 3. Jerry Hebel (Hon).
60: 1. Chris Heath (Kaw); 2. Jr. Carter (Hon).
SCHBY: 1. Chris Bault (Suz); 2. Toby Pushell (Kaw); 3. Will Branscum (Yam).
NON-CURR: 1. Ed Aberegg (Mai); 2. Jon Slavey (Hon).
U/L AM: 1. Mike Howard (Yam); 2. Ryan Duff (Hon); 3. Harrison Miller (Suz); 4. Eric Reed (Hon); 5. Shane Gillispie (Yam).
250 B: 1. Mike Howard (Yam); 2. Tim Polston (Suz).
OPEN AM: 1. Gary Reynolds (Kaw); 2. Eric Reed (Hon); 3. William Hoorgia (Yam); 4. Mark Ramsey (Hon).

Jordan jams at Texas Amateur SX

By Kat Spann

IRVING, TX, MAY 31
After watching Damon Bradshaw's awesome victory at Texas Stadium on Saturday night in round 14 of the AMA Supercross series, the amateur riders were anxious to get on the track for the Dunlop/Scott/Pro Circuit Amateur Supercross, and Joe Jordan had apparently paid close attention to Bradshaw's style, as he scored the win in the Senior Over 30 event.

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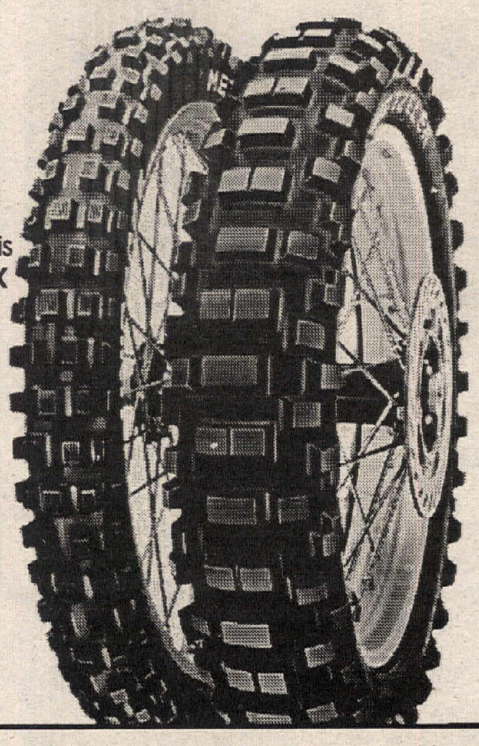

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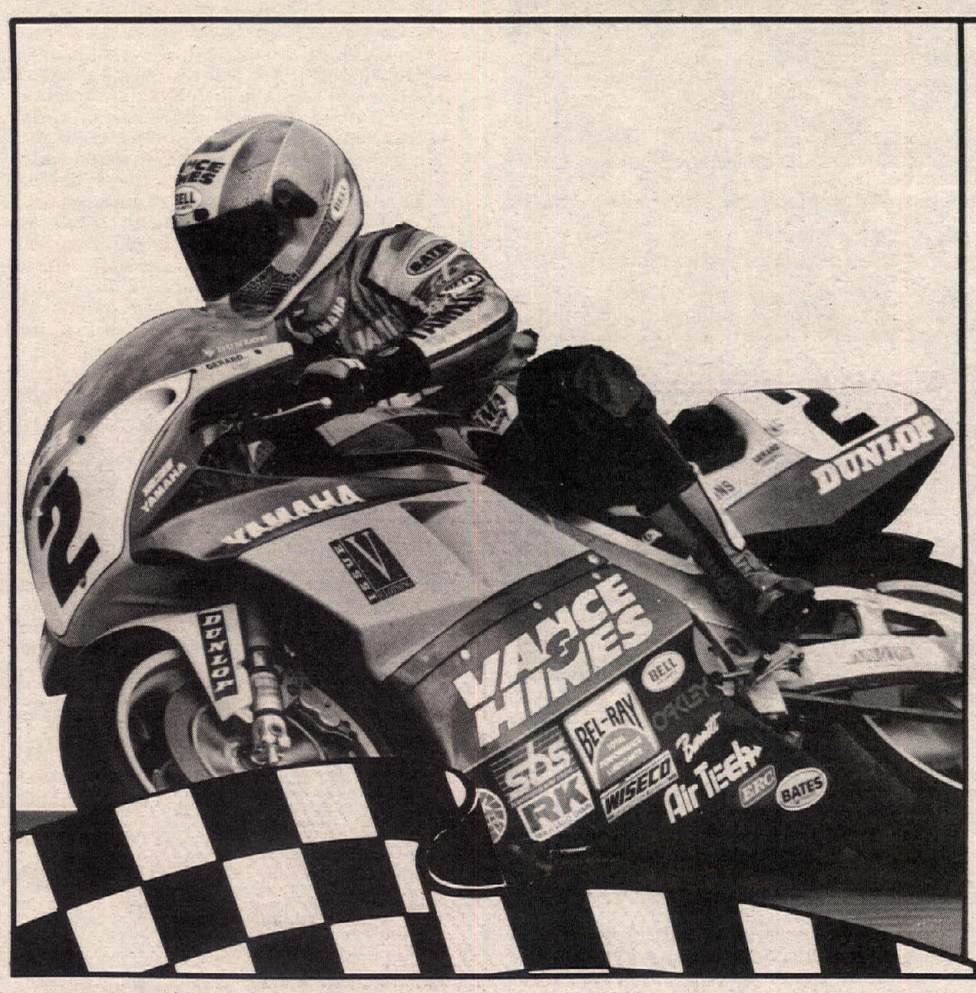

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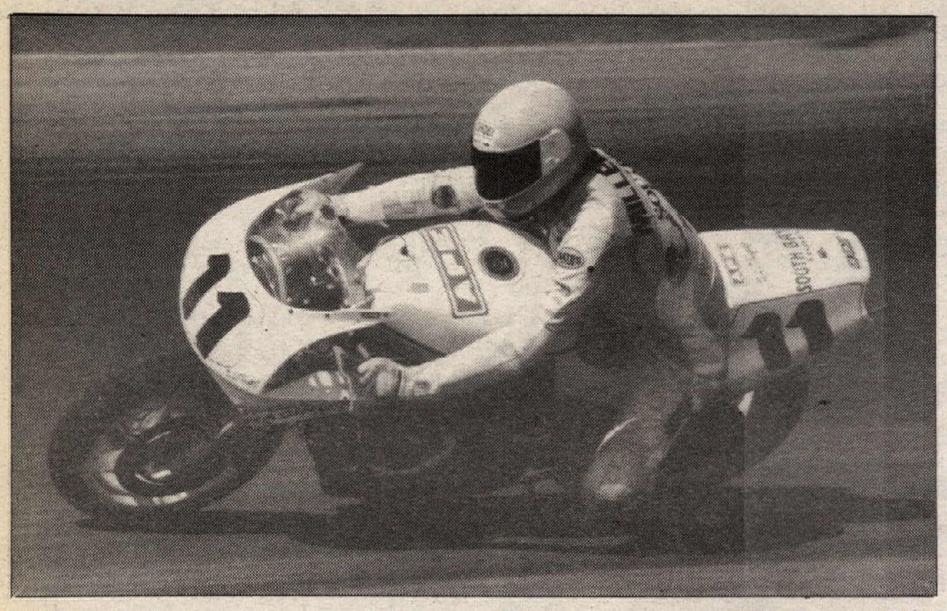
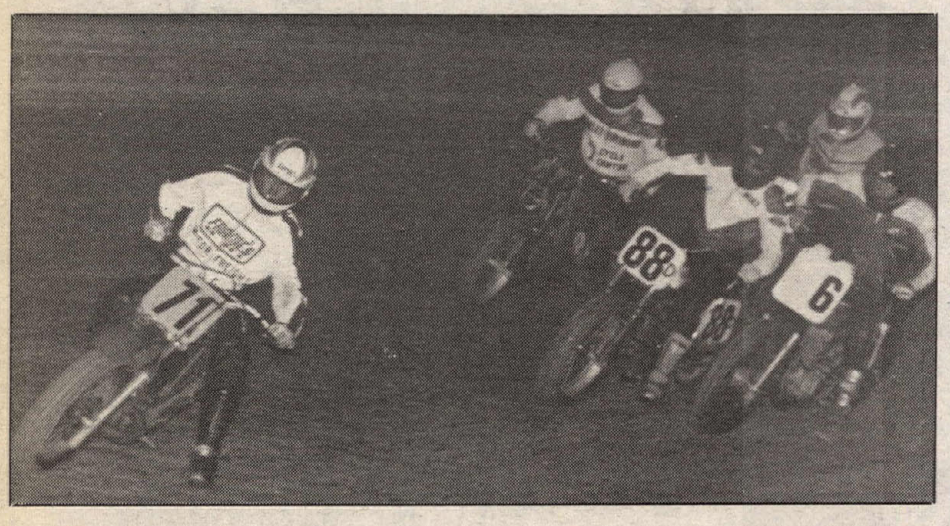
LOCAL EVENTS



Robert Miller was the runner-up in the Unlimited F-1 GP class at Willow Springs.

At the Trail-Way ST, Todd Temple (71A) led the way in the 600cc B class.



There were 283 entries registered for the day's event, and 200 riders had to be turned away in order to allow enough track time for those who were lucky enough to get an entry spot. The track crew worked most of Saturday night scaling down some of the bigger jumps, including altering the huge triple jump down to a double to make the track more suitable for the amateur competitors.

The heat races, which included two 125cc C gates and three 250cc C gates, were run on perfect track conditions but as the mains got underway the rain began to fall, turning the track into a slippery mire.

Jerry Joiner holeshot the Senior Over 30 main, sliding into the first turn ahead of Jordan and Kevin Dunham. Dunham soon passed Jordan and Joiner, and then Jordan made a clean pass to take the lead on the first lap. The two riders emerged together from the tunnel and Dunham attempted to get around Jordan by sliding high in the next berm, but Jordan stayed low and was able to maintain the position. Jordan motored on for the win ahead of Dunham.

By the time the 250cc B class was ready to compete, the track was so deteriorated that the officials opted to cut down the track and the number of laps required, but several competitors still elected not to participate. Those who did were rewarded with extremely challenging conditions and it was the mud-soaked Suzuki of Joe Moore that crossed the finish line first.

Results

51 AUTO STK: 1. Dallas Williams (Yam); 2. Junior Gales (Yam); 3. Joshua Tuttle (Yam).
65 7-11: 1. Mark Thompson (Kaw); 2. Ty Conner (Kaw); 3. Damon J. Francois (Kaw).
85 7-11: 1. Gavin Burkeman (Hon); 2. Jacob Martin (Suz); 3. Johny Bailey (Kaw).
85 12-13: 1. Charley Bogard (Suz); 2. Scott Pinson (Suz); 3. Jacob Stiers (Suz).
85 14-15: 1. Brad Woolsey (Kaw); 2. Jason Eckhoff (Kaw); 3. William Hithcock (Suz).
125 C: 1. Freddie Mitchell (Suz); 2. Todd Claborne (Suz); 3. Brian Carson (Kaw).
125 B: 1. Brian Rister (Hon); 2. Mike Kurz (Suz); 3. Dennis Owens (Suz).
125 A: 1. Joe Henyak (Kaw); 2. Kevin Cozadd (Hon); 3. Tim Hodes (Hon).
125 12-15: 1. Brian Oestrick (Kaw); 2. Clint Latham (Kaw); 3. Tony Davis (Suz).
250 C: 1. Alan Trammell (Hon); 2. Justin Puzz (Kaw); 3. Todd Claborn (Suz).
250 B: 1. Joey Moore (Suz); 2. Jason Sides (Hon); 3. Mathew Feil (Suz).
250/500 A: 1. Dave Shade (Hon); 2. Cassad del Anzel (Suz); 3. Joe Benyak ((Kaw).
500 NOV B/C: 1. Joe Bennett (Kaw); 2. Perry Reeder (Hon); 3. Jeffrey Foster (Kaw).
OVER 25: 1. Donnie Fox (Hon); 2. Kevin Dunham (Hon); 3. Kevin Williams (Hon).
OVER 30: 1. Joe Jordan (Kaw); 2. Kevin Dunham (Hon); 3. Jerry Joiner (Hon).
OVER 35: 1. David Guillett (Hon); 2. Joe Sims (Suz).
OVER 40: 1. Gary Beam (Hon); 2. Joe Sims (Suz); 3. Ricky Shourd (Kaw).

Majeski brothers hot at Trail-Way Short Track

By Len Breech
Photos by Ben Breech

HANOVER, PA, JUNE 20
Tom and Rob Majeski, led by Tom's wins in the 600cc A, Senior A and 750cc categories, topped four classes between them to dominate a cold and damp evening of racing at Trail-Way Speedway. Rob easily earned the win in the 600cc Pro final.

One of the best races was Tom Majeski's win in the 600cc A final. Although he jumped out to an early lead and held it easily, the battle for second was fierce with Ricky Winsett on a 500cc two-stroke keeping Gary Foard, Mark Burkholder and Phil Libhart at bay for over six laps. As they entered the first turn on the seventh lap, Foard tapped Winsett slightly, and both Foard and Libhart got by. As they came off the second turn on the final lap, Libhart slipped under Foard for second behind Majeski.

Although small in size, the 250cc A class also had an excitig final. Paul Lynch pulled away from the field, while Ace Phillips and Todd and Ricky Winsett fought over second for the entire distance. Todd Winsett finally took control of the position at the halfway flags, while Phillips got by Ricky Winsett with two laps remaining.

Tom Majeski's win in the 750cc class was made somewhat easy when four of his competitors went down in the first turn. Paul Crumling, who had battled Majeski for over half of the heat race, was unable to continue. Majeski had no problem with a detuned Clarence Bull and Jody Yearick and cruised ahead for the win.

Results

250 B: 1. Eddie Wharton (Yam); 2. Bobby Bills (Suz); 3. Nick Arment (H-D).
65: 1. Ben Miller (Yam); 2. Billy Stillwell (Kaw); 3. Eric Hackman (Yam); 4. Brandon Kreeger (Yam).
SR: 1. Tom Majeski (Rtx); 2. Joe Heberling (Yam); 3. Jim Chapman (Rtx); 4. Richard Foard (Rtx); 5. Ken Hackman (Yam).
55: 1. Jimmy Owens (Yam); 2. Scott Morrison (Yam); 3. Corey Hormes (Yam); 4. Zach Zechman (Yam); 5. Paul Wenger (Itj).
85: 1. John Winsett (Suz); 2. Jake Johnson (Hon); 3. Paul Allison (Hon); 4. Brandon Bills (Yam); 5. Ben Miller (Yam).
600 A: 1. Tom Majeski (Rtx); 2. Phil Libhart (Rtx); 3. Gary Foard (Rtx); 4. Ricky Winsett (Yam); 5. Mark Burkholder (Kaw).
600 B: 1. Todd Temple (Hon); 2. Jody Yearick (Rtx); 3. Mike Thomas (Yam); 4. Jeff Sassaman (Hon); 5. Nick Arment (Hon).
250 A: 1. Paul Lynch (Hon); 2. Todd Winsett (Hon); 3. Ace Phillips (Mai); 4. Ricky Winsett (Yam).
750 A: 1. Tom Majeski (Tri); 2. Clarence Bull (Yam); 3. Jody Yearick (H-D); 4. Earl Yearick (H-D); 5. Paul Crumling (Hon).
200: 1. Paul Lynch (Hon); 2. John Winsett (Suz); 3. Chad Hackman (Yam); 4. Nathan Davis (Cag); 5. Vince Snyder (Yam).
600 PRO: 1. Rob Majeski (Rtx); 2. Lew Woods (Hon); 3. Gary Foard (Rtx).

Graves grabs Willow Springs Road Race win

By Eric Vincent

ROSAMOND, CA, JUNE 19-21
Chuck Graves rode to another easy win in the Toyota/Dunlop/Del Amo Motors/Miller High-Life Formula One Championship race during the sixth round of Willow Springs Motorcycle Club events at Willow Springs International Raceway.

Graves' only competition in the race came from the current points leader Robert Miller. Miller got an excellent start off the line, but Graves was right on his tail going through the first few turns. Riding down the back straights, Graves grabbed the lead by moving past Miller on the inside with his Suzuki/Valvoline-sponsored GSXR1100. Graves immediately began to power his way into a growing lead.

Running in third place from the early stages of the race was Paul Harrell, who seemed content to keep a lock in that position throughout the race. The only major battle in the event was for fourth place, which was initially held by Jim Van Vegten. He soon came under pressure from Michael Montoya, Michael Graves and Chuck Sorenson.

As the race neared the final laps, Michael Graves and Montoya were locked in a tight battle for fourth, exchanging the position several times. Just after the race leaders began the final lap, a rider went down exiting turn nine, and left his motorcycle on the track. That brought out the red flags and a premature end to the race, leaving Chuck Graves with the win and Miller in second.

Results

650 NOV: 1. Rodney Fee (Suz); 2. Sean Bates (Yam); 3. Yule Roberts.
500 NOV: 1. Tom Wetzel (Yam); 2. Robert Armstrong (Yam); 3. Alex Schaefer.
OPEN NOV: 1. Tim Kelly (Kaw); 2. Robert Jantz (Yam); 3. Patrick Dougherty (Hon).
OPEN S/BK: 1. Jim Van Vegten (Yam); 2. Richard Stanboli (Yam); 3. Al Garza (Yam).
750 S/BK: 1. Bruce Tebo (Suz); 2. Kenny Kopecky (Suz); 3. Bruce Batson (Suz).
600 SGL: 1. Kirk Thompson (Yam); 2. Ron Ringsrud (Yam); 3. Ted Kapner (Rtx).
F-3: 1. Nick Ienatsch (Yam); 2. Scott MacAdam (Kaw); 3. Phillip Metscher (Hon).
500 SGL: 1. Eric Sherrer (Hon); 2. Jody Hendley (Yam); 3. Patrick Russell (Hon).
750 S/STK: 1. Bruce Tebo (Suz); 2. David Emde (Kaw); 3. Bruce Batson (Suz).
OPEN MOD PROD: 1. Jim Van Vegten (Yam); 2. Al Garza (Yam); 3. Pablo Orlando.
500 S/STK: 1. Willie Burr (Yam); 2. Daniel Equihua (Yam); 3. Brian Garbellini (Yam).
BOTT VINT: 1. David Wheeler (Duc); 2. Bill Fennessy (Yam).
600 MOD PROD: 1. J. Andrew Milton (Hon); 2. Willie Burr (Yam); 3. Ritchie Thorup (Yam).
F-2 GP: 1. Chuck Sorenson (Yam); 2. Willie Burr (Yam); 3. Michael Graves (Yam).
600 S/STK GP: 1. Willie Burr (Yam); 2. Richie Thorup (Yam); 3. J. Andrew Milton (Hon).
U/L F-1 GP: 1. Chuck Graves (Suz); 2. Robert Miller (Suz); 3. Harrell Paul (Suz).
500 MOD PROD: 1. Willie Burr (Yam); 2. Dave Koskinen (Suz); 3. Daniel Equihua (Yam).
F-SGL: 1. Ron Ringsrud (Yam); 2. Patrick Russell (Hon); 3. Jody Hendley (Yam).
OPEN S/STK: 1. Orlando Pablo; 2. Anthony Lupo (Suz); 3. Michael Cohen (Suz).
750 MOD PROD: 1. Bruce Tebo (Suz); 2. Bruce Batson (Suz); 3. David Emde (Kaw).
650 S/BK: 1. J. Andrew Milton (Hon); 2. Ritchie Thorup (Yam); 3. Ross Hahn.
550 S/BK: 1. Nick Ienatsch (Yam); 2. Daniel Equihua (Yam); 3. Brian Gabellini (Yam).
F-40: 1. John Iacobucci (Hon); 2. Joel Broida (Hon); 3. Ray Adams (Suz).
BOTT H/W: 1. Patrick Murray (Yam); 2. Lance Holst (Duc); 3. Mick Ofield (Duc).
BOTT L/W: 1. D. Klaus Groeger (Hon); 2. Kevin Sheafer (Kaw); 3. David Wheeler (Duc).

Larsen, Lucero land victories at Speedway USA

By M. Sober

VICTORVILLE, CA, JUNE 20
Visiting British League regular Josh Larsen won the Scratch main before a crowd of 3190 at the San Bernardino County Fairgrounds while veteran Steve Lucero won the Handicap.

Larsen, starting in the third slot to the right of the pole was the first to react as the tapes went up in the Scratch main. In positon two was Lucero, who was quick to the first turn as well and immediately went to work on the low line. Gary Ackroyd was making a rare appearance in a Scratch main, starting from the inside spot while Chris Manchester started from the outside. Manchester put his rear tire in the thick dirt on the outside, but it didn't live up to his expectations and he spent the race playing catch-up. Ackroyd reacted slowly off the line, but stayed down low and managed to finish third ahead of Manchester. Lucero made every attempt to reel in Larsen, but to no avail as the youngster was on the fast line all the way to the checkered flag.

Since the season began the Handicap main has been six laps in duration, but due to fan requests promoters Gene and Roxanne Woods extended it to eight laps. Jesse Ochoa starting from the 30-yard line, took the front spot away from 20-yarder Greg Appleman on lap three, only to have Lucero take the lead away on lap seven just before the white flag came out. Lucero, who started on the 50-yard line, took the low line through the pack with Andy Northrup right on his tail, while Brant attacked the outside line. When Lucero took over the lead position, Northrup moved up to second. Ochoa recovered his composure and got back in line to take third. Brant had to abandon the outside dirt and pulled down low to finish fourth.

Results

SCRATCH: 1. Josh Larsen (Wes); 2. Steve Lucero (Gdn); 3. Gary Ackroyd (Wes); 4. Chris Manchester (Jaw).
HDCP: 1. Lucero; 2. Andy Northrup (Wes); 3. Jesse Ochoa (Gdn); 4. Brant; 5. Gregg Appleman (Wes).
SUP: 1. Mike Dalbey; 2. Mark Hesse; 3. Johnny Walker; 4. Chris Harrington; 5. Heth Hammonds.
JR D-1: 1. Peter Peralta; 2. Michael Hull; 3. Angela Hale; 4. Tim Cochren; 5. Brandon Mitchell.
JR D-2; 1. Ryan Ffsher; 2. Pat Donovan; 3. Pepper; 4. Scott Larsen.
SDCAR: 1. Kenny McIntyre/Mickey Faust; 2. Thomas Moore/Doug Whitson; 3. Craig Horeley/Harrell; 4. Dave Stephens/Eric Gilbert.

Sellards sails at Amherst MX

By Peggy Adamic

AMHERST, OH, JUNE 21
Kawasaki Team Green/Gear Racewear/Rad-N-Bad sponsored Brock Sellards took complete control of the Senior Mini class as the 14-year-old romped through both motos scoring perfect 1-1 finishes at the Amherst Meadowlarks M.C. clubgrounds.

In the first outing, Sellards claimed the lead through turn one ahead of Brian Madden, Bret Hahn and Brian Karnow. Sellards immediately began pulling out a lead and by midmoto held a 23-second advantage. Madden held second throughout the five-lap moto.

Sellards duplicated the feat in moto two as he again earned the wire-to-wire win. Madden ran in the runner-up spot from the drop of the gate.

Ty Myers scored double moto wins in the 250cc B class. Walt Wlodarsky took the early lead into turn one with Myers, Darin Zaremra and Larry Bellman in pursuit. Myers took over the lead midway through the race and began pulling away. Wlodarsky held second as John Jeakle took over fourth from Bellman and went to work on Zaremra. Myers held a nine-second lead over Wlodarsky at the checkers, while Jeakle dispensed with Zaremra for third.

Jim Larkman beat the field of riders to turn one to begin moto two. Jeakle, Wlodarsky, Myers and Bellman diced for second with Myers claiming the spot within the first half lap and taking over the lead to begin lap two. Wlodarskyy passed Jeakle a lap later and moved to within a bike length of Larkman. Myers again held a comfortable lead as he took his second moto win of the day, and Larkman held off Wlodarsky to place second.

Results

50: 1. Brent Maimone (MM); 2. Jacob Hagy (Yam); 3.Micky Marshall (yam); 4. Ronald Dale (Yam); 5. Brandon Hahn (Suz).
JR MINI: 1. Andy Wickens (Kaw); 2. Tyson Leggett (Kaw); 3. Derick Hayes (Hon); 4. Terry Szarka (Kaw); 5. Micky Marshall (Kaw).
SR MINI: 1. Brock Sellards (Kaw); 2. Brian Madden (Suz); 3. Bret Hahn (Kaw); 4. Nick Silardi (Hon); 5. B.J. Cufr (Kaw).
SCHBY: 1. Adam Bechdel (Kaw); 2. T.J. Somers (Suz); 3. Jamie Martin (Hon); 4. Brian Madden (Suz); 5. Jason Cruit (Hon).
125 A: 1. Marcus Sellards (Hon); 2. Mike Howell (Hon).
125 B: 1. Adam Bechdel (Kaw); 2. Marty Ling (Kaw); 3. Chuck Francisco (Suxz): 4. Marc Bauman (Hon); 5. Larry Bellman (Hon).
125 C: 1. Mike Hupertz (Yam); 2. Jim Griffith (Hon); 3. Bryan Bellinger (Suz); 4. Donny Lewis (Hon); 5. Chad Oaks (Hon).
250 A: 1. Jason Balas (Hon); 2. Mike Katin (Suz); 3. Steve Holland (Hon); 4. Allen Beech (Yam); 5. Vince Karnoe (Suz).
250 B: 1. Ty Myers (Kaw); 2. Walt Wlodarsky (Hon); 3. Jim Larkman (Yam); 4. John Jeakle (Hon); 5. Larry Bellman (Hon).
250 C: 1. Rick Bailey (Kaw); 2. S. Wallrabenstein (Suz); 3. Shane Geringer (Suz); 4. Jeremy Bonnett (Kaw); 5. Clarence Eddy (Hon).
VET A: 1. Steve Holland (Hon); 2. Ken Frankenbery (Hon); 3. John Bell (Hon).
+25: 1. John Bell (Hon); 2. S. Wallrabenstein (Suz); 3. Marc Bauman (Hon); 4. James Esson (Kaw); 5. Tom Rickbrodt (Hon).
OPEN: 1. Darin Zaremba (Kaw); 2. Robin McClain (KTM); 3. Jim Skok (KTM).
SR 1: 1. Rob Harris (Kaw); 2. Jim Skok (KTM); 3. Kevin Outland (Kaw); 4. Dave Blauman (Hon); 5. Wayne Mintzlaff (Hon).
SR 2: 1. George Singler (Hon); 2. Tom Rickbrodt (Hon); 3. Tom Stevens (Hon); 4. Ron Reisinger (Kaw).

May masters West Florida SX

By Diane Silcox Sims

MILTON, FL, JUNE 20
It was a victorious evening for Yamaha-mounted Earl May, who took the checkered flag during the heat and the main event of the Pro-money Supercross race at West Florida Motocross Park.

During the heat race, Ed Kiley shot off the line with the holeshot, but right behind were May and Sam Redmond, who both passed Kiley in the first turn. May opened the throttle to pull to a heavy lead while Kiley closed on Redmond, threatening for second. Kevin Knight began to move in on Dell Ellanson and passed him for fourth. Kiley began to battle with Redmond, and soon passed him

to take over second. May passed the checkered flag first with Kiley scoring second.

In the main event, May took the holeshot followed by Barry Winberger and Knight. Mitchell passed Knight over the tabletop for third and began to pursue Weinberger. On the same lap, Mitchell passed Weinberger over the rockers for second, but May still had a tremendous lead. Knight passed Weinberger by taking the inside line of a berm, where Weinberger went outside. With only a few laps left in the race, Kiley passed Weinberger over the rockers for fourth, while May again scored a comfortable win.

Results

P/W STK: 1. Jay Welch (Yam); 2. Jay Owsley (Suz); 3. Donald Pratt (Yam); 4. Adam Barnett (Suz); 5. Sidney Bennett (Yam).

P/W MOD: 1. Derek Fore (Kaw); 2. Nick Laubach (Yam).

JR MINI: 1. Blake DeWitt (Suz); 2. Nick Morris (Kaw); 3. Rick Brewer (Kaw); 4. Matthew Triana (Yam).

SR MINI: 1. Eric Elam (Kaw); 2. Jon Simmons (Kaw); 3. Russell Welch (Kaw); 4. Vincent Deuvall (Kaw); 5. Ronnie Ramiscal (Yam).

125 NOV: 1. Dan Marino (Kaw); 2. Paul Bryant (Yam); 3. Steve Kesterson (Yam); 4. Mark Borgen (Yam); 5. Matt Twardowski (Yam).

250 NOV: 1. Ricky Steverson (Yam); 2. Gary Allen (Hon); 3. Anthony Wood (Hon); 4. Ron Dean (Kaw); 5. Bill Rains (Hon).

250 AM: 1. John Kiley (Suz); 2. Neal Thomas (Hon); 3. Eric Leeton, Jr. (Yam); 4. Charles Conlee (Hon); 5. Roger Pratt (Hon).

PRO: 1. Earl May (Yam); 2. Ray Mitchell (Hon); 3. Kevin Knight (Hon); 4. Ed Kiley (Hon); 5. Barry Weinberger (Hon).

VET: 1. Kenny Guiteau (Hon); 2. David Redmond (Hon); 3. Jim Kennedy (Hon); 4. Clay Dixon (Hon); 5. Ernie Thomas (Kaw).

BOMBER: 1. Kenny Junk (Hon); 2. Nick DeVillo (Yam); 3. Randy Morris (Kaw); 4. Buck Bryant (Yam).

ENDR: 1. Roy Dean (KDX); 2. Ron McClure (Suz); 3. Robbie Brown (KDX); 4. Richard Hart (KDX); 5. James Stankard (KDX).

Luker, Ritchie share Paso Robles ST wins

By Mike Vancil

PASO ROBLES, CA, JUNE 20

Young Billy Luker and veteran Danny Ritchie each won an Expert main in the final event of the spring series of short track races hosted by R&D Enterprises at the Mid-State Fairgrounds.

Rapid starts in his heat race and the Open Expert final put Billy Luker in front and he worked the track to keep first place to the checkers in both races. Second went to Danny Ritchie, who was under constant pressure by Johnny Murphree.

In the 500cc Expert class it was Murphree who grabbed the holeshot in his heat race, and was still stretching his lead when the race ended.

Luker grabbed the lead at the green light in the final. Second into turn one was Michelle DiSalvo, but by lap three the hard-charging Ritchie had gotten by DiSalvo and set out after Luker. On lap nine Ritchie caught Luker coming out of turn two. The two touched and Luker went down but was uninjured. Crowley pressured DiSalvo but couldn't find a way around, and Ritchie went on to win ahead of DiSalvo.

Kenny Remo was a come-from-behind winner in his 125cc Novice heat race and final. Then he entered the 250cc Novice class on the same 125cc machine and again won both the heat and the final! It was Remo's hard cornering and quick acceleration off the turns that earned him the lead in both races after midpack starts.

Results

P/W 50: 1. David Brown (Yam); 2. Cole Lambert (Yam); 3. Christopher Wesney (Yam); 4. Colby Reid (Yam); 5. Anthony Houser (Yam).

MINI 60 NOV: 1. Sean Cullen (Kaw); 2. Daniel Brown (Yam); 3. Kitt Nay (Kaw); 4. Zac Baxter (Hon); 5. Lesly Peterson (Kaw).

MINI 80 NOV: 1. Jeremy Santoro (Kaw); 2. Jason Thompson (Yam); 3. Turbo Reif (Hon).

125 NOV: 1. Kenny Remo (yam); 2. Zane Reif (Hon); 3. Jeff Fisher (Yam); 4. Bryan Ramos (Hon); 5. Matt Miller (Hon).

250 NOV: 1. Kenny Remo (Yam); 2. Zane Reif (Hon); 3. Matt Willard (Yam); 4. Matt Miller (Suz); 5. Bryan Ramos (Hon).

500 NOV: 1. Larry Thurman (Yam); 2. Kevin Deupser (Yam); 3. Johnny Johnson (Yam); 4. Matt Willard (Yam); 5. Steve Bonsey (Hon).

OPEN NOV: 1. Darrell Hughes (Yam); 2. Rick Rohrer (W-R); 3. Matt Willard (Yam).

500 JR: 1. Jerry Wuori (Yam); 2. Gary Ritchie (Yam); 3. Scott Thomas (Yam); 4. Lonnie Lacy (Yam).

OPEN JR: 1. Jerry Wuori (Yam); 2. Gary Ritchie (Yam); 3. Lonnie Lacy (Yam).

500 EX: 1. Danny Ritchie (Yam); 2. Michelle DiSalvo (Yam); 3. Kevin Crowley (W-R); 4. Dave Freeze (W-R); 5. Johnny Murphree (Hon).

OPEN EX: 1. Billy Luker (Yam); 2. Danny Ritchie (Yam); 3. Johnny Murphree (Hon); 4. Kevin Crowley (W-R); 5. Michelle DiSalvo (Yam).

Dennis tops Orlando Motocross

By Kyle Myers

BITHLO, FL, JUNE 21

Over 140 riders attended the 14th round of the Florida Motocross Club Series held at Orlando Motocross Park and Bucky Dennis topped the hotly-contested 250cc C class.

When the field rocketed around the first turn, Steve Wilcox led the way with Robert Armstrong, Dennis, Vince Rodocker and James Muglia in tow. Dennis quickly shot by Armstrong as Rodocker crashed, letting Muglia move pass. Dennis then crashed, while

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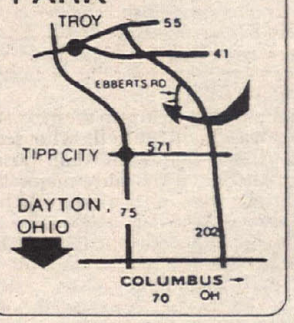

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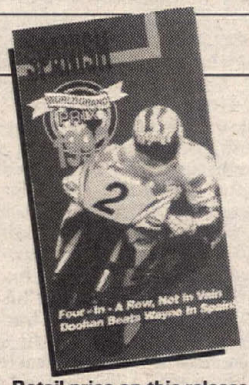

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"1992 SPANISH ROAD RACING GP"

(#82C) Michael Doohan on his Rothman's Honda stormed to a convincing fourth consecutive win at Jerez, Spain in the fourth round of the 1992 Grand Prix series. Not since 1972 has any rider won the first four races of the season, the last being the legendary Giacomo Agostini. In this exciting video, Doohan charged at such speed that he twice almost slammed into the high-siding back markers as he fought to maintain his concentration.

The only threat to Doohan in this sizzling GP race was defending World Champion Wayne Rainey on the Marlboro Yamaha, who finished comfortably in second. The most excitement in this event focused on the battle for third place as Niall Mackenzie and Kevin Schwantz diced it out until the very end.

The 250cc GP saw a break in the dominance of Luca Cadalora as the rest of the contenders took advantage of one of Luca's less-than-perfect days. P.F. Chili appeared to have the win at the finish until he backed off after the stripe, mistaking the white flag for the checkers; the rest of the top five battled for one more exciting lap, as the the top three crossed the "real" finish separated by less than half a second.

52 minutes from GP Video.

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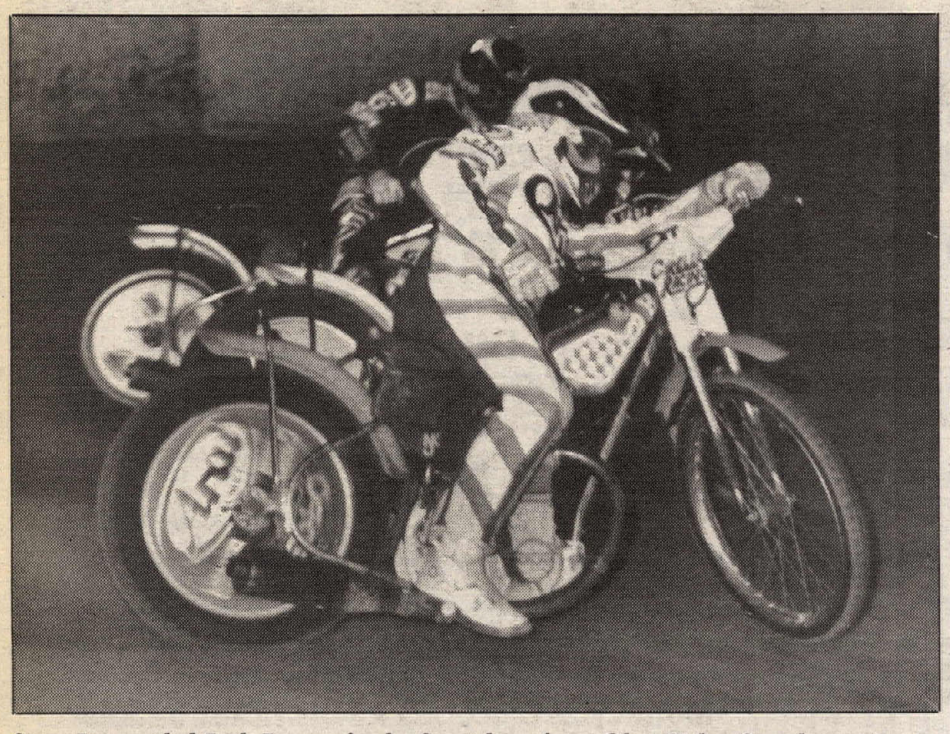
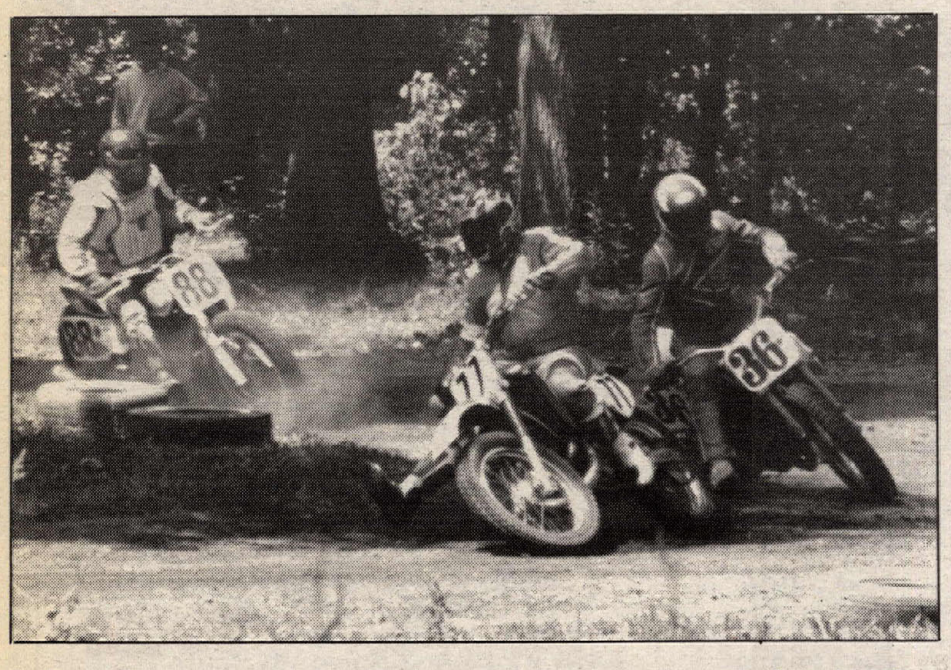
LOCAL EVENTS



Steve Lucero led Josh Larsen in the Scratch main at Glen Helen Speedway.

Lyle Barber (77), Paul Kops (88) and Kirk Bannerman diced at the Polka Dots TT.



Wilcox and Armstrong passed each other several times. On the last lap, Armstrong and a recovered Dennis passed a fading Wilcox. At the checkers it was Armstrong winning, followed by Dennis.

In the second moto Dennis nailed the holeshot over Wilcox, Armstrong, Jones and Muglia. John Russo, who started sixth, passed Muglia and Jones on the opening lap to take over fourth place. Dennis, Wilcox and Armstrong again pulled away from the 13-rider pack. Russo tried to get by Armstrong, but slid out in a turn. Dennis held on for an easy win over Wilcox.

In other racing action Al and Todd Garder (father and son) both won their classes. Todd easily topped both 15-24 motos, while Al posted 1-2 moto finishes to win the Plus 40 class.

Results

P/W: 1. Chris Lamborne (Yam); 2. Scott Williams (Yam); 3. Ian Hewett (Yam); 4. Jason Gillespie (Suz); 5. Matt Goerke (Yam).
65: 1. Joshua Summey (Kaw); 2. Andrei Boloni (Kaw); 3. Darren Fortin (Kaw); 4. Derek Keyes (Hon); 5. John Gillespie (Kaw).
85 7-11: 1. Clint Shealy (Kaw); 2. Tyler Laird (Hon); 3. Derek Keyes (Hon); 4. Darren Fortin (Suz).
85 14-15: 1. Robert Holstine (Kaw); 2. Kevin Delutis (Kaw); 3. Jeromy Close (Kaw).
S/MINI: 1. Jeromy Close (Kaw).
15-24: 1. Todd Gardner (Suz); 2. Jacob Fogg (Kaw); 3. Dean Baker (Suz); 4. Barry Sanders (Suz); 5. Curtis Johnson (Yam).
125/250 BEG: 1. Gary Goerke (Hon); 2. Travis Willis (Hon); 3. James Einik (Hon); 4. Mike Kuehn (Kaw); 5. Charles Lee (Suz).
125 C: 1. Jason Brown (Suz); 2. Dan Fortin (Suz); 3. Geoff Page (Hon); 4. Jeff Pope (Hon); 5. Tom Smith (Hon).
125 B: 1. Mike Lampe (Hon); 2. Jacob Fogg (Kaw); 3. Jason Metz (Suz); 4. Kyle Myers (Hon); 5. Curtis Johnson (Yam).
125 A: 1. Dean Baker (Suz); 2. Jeff Lampe (Hon).
250 C: 1. Bucky Dennis (Hon); 2. Robert Armstrong (Suz); 3. Steve Wilcox (Hon); 4. Lee Jones (Suz); 5. James Muglia (Hon).
250 B: 1. Jeremy Fogg (Hon); 2. Russ Loverich (Yam); 3. Drew Justice (Hon).
250/500 A: 1. Benton Smith (Kaw).
+25: 1. David Kuxhausen (Hon); 2. Lee McIlvaine (Yam); 3. Joe Steidl (Hon); 4. Roger Adams (Kaw).
+30: 1. Dean Dyess (Kaw); 2. John Gillespie (Hon); 3. Roger Adams (Kaw); 4. Robert Kiesel (Kaw); 5. John Bekanich.
+40: 1. Al Gardner (Hon); 2. Peter Harrison (Hon); 3. Tom Fogg (Kaw); 4. John Kirby (Kaw); 5. Duke Barwick (Hon).
OPEN NOV: 1. David Kuxhausen (Hon); 2. Mike Amedeo (Kaw); 3. Andrew McElroy (Kaw0; 4. Otto Perez (Hon); 5. David Small (Hon).
80 BEG: 1. Jerry Bunnell (Kaw).
80 12-15: 1. Pat Cooper (Suz); 2. Ryan Dauber (Kaw); 3. Joshua Gains (Kaw).
80 C: 1. Chuck Berge (Kaw); 2. B. Stricklin (Hon); 3. J. Anderson (Kaw).
60: 1. Brad Cannon (Kaw); 2. Henry Wiles (Kaw); 3. Dustin Cannon (Kaw); 4. Ryan Clark (Kaw).
250/OPEN C: 1. James Janqkins (Hon); 2. K. Spalding (Yam); 3. Greg Wegenke (Hon); 4. Dave Tallman (Hon); 5. Antonio Ramon (Hon).
125 C: 1. M. Mensinger (Hon); 2. Jason Smith (Kaw); 3. K. McGuire (Suz); 4. Mike Whetley (Hon); 5. G. Rentschler (Hon).
125 B: 1. Paul Fortuna (Suz); 2. Dan Geisler (Hon); 3. Bryan Ripple (Hon); 4. Rod Berzinski (Hon); 5. Robert Kolling (Yam).
+30: 1. Larry Witmer (Suz); 2. Greg Altoff (Yam); 3.Dave Wise (Suz); 4. SteveJudge (Hon); 5. R. Walsworth (Hon).
+40: 1. Roger Lewis (Hon).
+50: 1. Jim Adent (KTM).
250/OPEN B: 1. Paul Rose (Hon); 1. B. Donaldson (Yam); 3. Greg Adent (KTM); 4. Jerry Birkey (Hon); 5. Kevin Hantz (Hon).
+25: 1. Larry Witmer (Suz); 2. C. Hamilton (Kaw); 3. Craig Altman (KTM); 4. Dave Wise (Suz); 5. Dave Boes (Kaw).
AUTO: 1. Henry Wiles (Yam); 2. Brad Bonine (Yam); 3.J. Schoffner (Suz); 4. Brandon Ellis (Yam); 5. Jeremy Ware (Yam).

Fortuna tears up Red Bud MX

By Larry Witmer

ELKHART, IN, JUNE 20
Paul Fortuna won the 125cc B division at Red Bud Track 'N' Trail, during the second of a four-race series sponsored by Harbor Sport & Cycle. Door prizes were given away throughout the evening, highlighted by a drawing for an HJC helmet and a set of Answer handlebars.

Fortuna grabbed the first moto lead, followed by Todd Flickinger, Dan Giesler and Mike Vlasic. Giesler passed both front-runners and opened a lead that he would hold to the finish. Flickinger passed Fortuna for second over the infield doubles on the second lap. Geisler was long gone by lap four, with Flickenger safely in second and Fortuna third.

The second moto holeshot again belonged to Fortuna, followed by Bryan Ripple. On the third lap Ripple blockpassed Jeff Beckle, who had moved up to second. Geisler was fourth but crashed, delaying his charge to the front. Fortuna won the moto and the overall ahead of Ripple, who was closing but ran out of time.

In the 125cc C class, Greg Proctor was fastest to the first corner, with Mike Wheatley, Brian Graf and Darla Martin second through fourth. Wheatley passed Proctor on lap two but crashed out over a jump. Proctor held the lead until the white flag, when he slid out in a slick corner and gave the lead to Jason Smith. Mensinger moved to second on the last lap.

Greg Rentschler holeshot the second moto, with Mensinger second and Tom Urban third. Mensinger moved into first on the opening lap, and continued to open a lead he would hold to the finish. Rentschler carded second and Mensinger earned the overall with 2-1 moto scores.

Results

16-24: 1. Bryan Ripple (Hon); 2. R. Benzinski (Hon); 3. J. Ulshaffer (Suz); 4. Rick Harkins (Suz).
125 JR: 1. M. Aldrich (Kaw); 2. Greg Proctor (Suz); 3. Greg Stuart (Hon).
125 A: 1. Jon Darmon (Suz); 2. John Hurley (Hon); 3. Bob Wagner (Suz).

Lucero wins at Glen Helen Spdwy

By M. Sober
Photo by Jim Thorn

SAN BERNARDINO, CA, JUNE 17
Steve Lucero used his inside pole starting position to good advantage as he drove to the win in the Scratch main before a crowd of 2160 at the San Bernardino foothills eighth-mile oval.

Next to Lucero on the starting grid two were Charlie Venegas, Scott Brant, and Josh Larsen. Lucero was the first off the line and assumed a small lead as the tightly bunched group exited the first set of turns. It was at this point that Brant, who didn't get a good gate, tried to pull off the spectacular outside move that has become his signature and propel himself into the lead. Brant's problems were that Larsen had the same idea and blocked the outside line and Brant had to back off to keep from hitting him. Brant found himself in last place with Lucero setting a good pace on the inside line and pulling away. Venegas followed the lead, a couple of bike lengths back, apparently looking for an opening. Brant regrouped and attempted to make another stab at taking over the lead but ended up sideways in turn one after the white flag and laid himself and his Russell Racing Jawa down in the thick outside dirt. Venegas held off the charges of Larsen and finished second. Larsen, who got a good gate, seemed to be riding equipment that wasn't quite up to his competition's and finished third.

Results

SCRATCH: 1. Steve Lucero (Gdn); 2. Charlie Venegas (Wes); 3. Josh Larsen (Wes); 4. Scott Brant (Jaw).
HDCP: 1. Brant; 2. Venegas; 3. Larsen; 4. Lucero; 5. Jesse Ochoa (Gdn).
SUP: 1. Erich Fertschneider; 2. Mike Reed; 3. Johnny Walker; 4. Chris Harrington; 5. Kevin Rubio.
SDCAR: 1. Kenny McIntyre/Mickey Faust; 2. Peter Lewis/Jamie Macy; 3. Ross Millar/Dale Leeder; 4. Joe Petraglovic/Alan Bilger.

Barber burns at Polka Dots TT

By Grace DiBenedetto

MIDLAND, MI, JUNE 21
Lyle Barber easily won the Combo class at the Polka Dots M.C.'s TT event in Midland.

It was smooth going for Barber after Brian Miller's Honda slid out in the hairpin early on in the final. It took a moment for Miller to get back in the race and start making up time. With Barber almost a lap ahead, the race for Miller was over and he cruised in for second.

The Over 40 Senior class required numerous restarts to get off the line for the final. The first one saw John Zwerican, Mike Fink and Don Bannerman collide in turn two. In start two, William Wertz launched his Triumph off the line only to find himself going over sideways instead of forward. On the third try, Zwerican and Bannerman both jumped the gun, repeating the act on the fourth start. With the offending riders relegated to the penalty line, the fifth attempt finally went off without a hitch. Merlyn Wertz immediately got a handle on the lead and put some distance between himself and the traffic behind him. Bannerman, Zwerican, William Wertz and Glen O'Boyle were all in contention for third. The battle lasted for four laps, with O'Boyle finally claiming the position.

In the Twin class Merlyn Wertz inadvertantly shut the gas off on the front stretch while holding a considerable lead. William Wertz blew by his brother into the lead. Merlyn Wertz set out to recover some of the ground he'd lost, coming within a wheel of his brother before the finish.

Results

50: 1. Tom Link (Yam); 2. Brent Nelson (Puc); 3. Patrick Hawley (Yam); 4. Ryan Smith (Yam); 5. Logan Myers (Yam).
65: 1. B.J. Leach (Kaw); 2. Brandon Rose (Kaw); 3. Steve Stordahl (Kaw); 4. Brett Pankey (Kaw).
85: 1. Brandon Rose (Yam); 2. Daniel Kauffman (Kaw); 3. Mike Forro (Kaw); 4. Justin Gibson (Kaw); 5. Brett Pankey (Kaw).
200: 1. Chris Stordahl (Hon).
250: 1. Scott Jensen (Suz); 2. Rusty Swain (Suz); 3. Chad Davis (Suz); 4. William Maynard (Yam); 5. Jaramia Becker (Kaw).
400: 1. Scott Kiogima (Hon); 2. Sam Lloyd (Suz); 3. Brian Nelson (Yam).
500 B: 1. Willie Berghuis (Kaw); 2. Kirk Sutliff (Hon); 3. Karl Hesse (Yam); 4. Wade Roberts; 5. Mark Froelich (Hon).
500 A: 1. Lyle Barber (Kaw); 2. Dean Mayer (Yam); 3. Glen O'Boyle (Hon).
OPEN: 1. Don Bannerman (Tri); 2. Troy Hawley (Hon); 3. Harold Snapp (yam); 4. Tom Johnson (Hon).
TW: 1. William Wertz (Tri); 2. Merlyn Wertz (Tri); 3. Don Bannerman (Tri); 4. Larry Sholtey (Yam).
30+: 1. Mike Babka (Yam); 2. Willie Berghuis (Kaw); 3. Dean Mayer (Yam); 4. Scott Jensen (Suz); 5. Kirk Sutliff (Hon).
40+: 1. Merlyn Wertz (Tri); 2. Glen O'Boyle (Hon); 3. Don Bannerman (Rtx); 4. William Wertz (Tri); 5. John Zwerican (Hon).
COMBO: 1. Lyle Barber (Kaw); 2. Paul Kops (ATK); 3. Kirk Bannerman (Rtx); 4. Brian Miller (Hon); 5. Dean Mayer (Yam).

McAdams mops up at Sunrise MX

By David A. Procida

ADELANTO, CA, JUNE 15
High winds and a hard-packed track kept the racers on their toes at Sunrise Cycle Park but Tim McAdams came prepared and scored the win in the California Racing Club's Vet Novice class. A mild turn-out forced a combinaton of various classes in several races, but the action was intense just the same.

In the first moto HDK/AXO-backed McAdams gated third behind Dan Townsend and Vet Beginner Ron Northrup. McAdams quickly got around Northrup and closed on Townsend, who was not about to let him by easily. The two engaged in a moto-long battle that continued until the last lap when McAdams slipped by near the score tower. McAdams went on to score the moto win with Townsend settling for runner-up honors.

When the gate fell to start moto two McAdams gated perfectly and pulled a four-bike length holeshot on the pack. McAdams never looked back and went on to take the checkered once again.

Vet Intermediate action saw Charlie Strong grab the holeshot with Burbank Yamaha's Randy Anderson and Ken Renaux hot on his tail. Strong's lead was short-lived however as the rear shock went away on his big-bore KX and he retired for the remainder of the moto. This left the door open for Anderson, who ran with the lead all the way to the checkered with Renaux a short distance behind.

Moto two saw Strong on a borrowed CR500 grab the holeshot again, and hold onto the lead for the majority of the race only to have Anderson pass him over the double jump two laps from the finish.

Results

P/W A: 1. James Thompson (Yam); 2. Jerry Martinez (Yam); 3. Ryan Martin (Itj).
P/W B-1: 1. Michael Bragg (Yam); 2. Dyan King (Yam); 3. Chris Nihan (Yam).
P/W B-2: 1. Ricky West (Yam).
60 0-8: 1. Dylan Lord (Kaw); 2. Justin Jordan (Hdk).
60 9-11: 1. Kurt Nelson (Kaw).
80 BEG: 1. Joel Nelson (Kaw); 2. Matt Tittlemier (Kaw); 3. Michael Rawlul (Hon); 4. Jason Hill (Kaw); 5. Bryan Thompson (Hon).
80 NOV: 1. Chris Vasquez (Kaw); 2. Richard Powell (Suz); 3. Birt Jackson (Kaw).
BIG WHL: 1. Jacob Sutton (Kaw).
80 INT: 1. Rick Elrod (Suz).
125 BEG: 1. Robbie Powell (Suz); 2. Todd Bartlett (Suz); 3. Dante Herrero (Kaw); 4. Justin Clark (Kaw); 5. Joel Hughes (Suz).
125 NOV: 1. Mark Allen (Kaw); 2. Scott Johnson (Suz); 3. Mark Vandewalle (Hon); 4. Jeff Hall (Suz); 5. Brian Ratliff (Kaw).
125 INT: 1. Roy Bremenour (Yam).
125 PRO: 1. Darrin Hoeft (Suz).
250 BEG: 1. Mike Pichette (Hon); 2. Brett Fortner (Hon); 3. Mike Jervey (Yam); 4. Danny Probst (Hon); 5. Robert Adomeit (Yam).
250 NOV: 1. Brian Magez (Hon); 2. Todd Hagans (Suz); 3. Robert Webber (Kaw).
250 INT: 1. Tracy Asher (Suz); 2. Billy Paul (Suz); 3. Bob Dunham (Yam); 4. Paul Zelinsky (Kaw).
500 BEG: 1. Jason Aeck (Hon).
500 INT: 1. Rob Engel (Hon).
JR VET BEG: 1. Rob Parsons (Kaw); 2. Mark Gates (Hon).
JR VET INT: 1. Roby Engel (Hon); 2. Paul Zelinski (Kaw).
JR VET EX: 1. Chris Radzinski (Hon).
VET BEG: 1. Ron Northrup (Yam); 2. Jon Hall (Suz); 3. Dennis Kizibach (Hon); 4. Rutham Rinaux (Suz).
VET NOV: 1. Tim McAdams (Kaw); 2. Dan Townsend (Hon); 3. Rick Flores (Hon).
VET INT: 1. Randy Anderson (Yam); 2. Ken Renaux (Suz); 3. Charlie Strong (Kaw).
VET EX: 1. Randy Tittlemier (Suz).
SR INT: 1. Bob Dunham (Yam).
OTMX NOV 1: 1. Glen Worrall (Suz); 2. Bill Misener (Yam); 3. John Brasch (Hon); 4. Dennis Wilson (Kaw); 5. Bruce McCormick (Kaw).
OTMX AM: 1. Jose Rodriguez (Hon); 2. Randy Wessels (Hon); 3. Doug Rodriguez (Kaw); 4. Keith Phillips (Kaw); 5. Milton Roybal (Kaw).
OTMX MSTR: 1. Jim Draves (Suz).
OTMX EX: 1. Herbert Allen (Kaw); 2. Gary Willison (Kaw).

Fogg flies at Marion County MX

By Kyle Myers

REDDICK, FL, JUNE 14
The 12th round of the Florida Motocross Club series was held at Motocross of Marion County, and Jacob Fogg topped the 125cc B and 15-24 classes on this muddy day of racing.

When the gate fell for the first 15-24 moto Lonny Blackburn ripped the holeshot with Jason Metz, Barry Sanders, Garrett Pyles and Fogg behind. Fogg quickly passed Pyles, Sanders and Metz, and began closing on Blackburn. Fogg then jumped by Blackburn as Pyles and Metz hit the ground in the whoops. Metz got up quickly and moved back into second as Fogg pulled away and Sanders crashed. At the finish Fogg took the win over Metz, Blackburn, Jeremy Fogg and Hanna.

Moto two again saw Blackburn lead the field into the first turn with Hanna, Jacob

Fogg and Metz following. Hanna and Jacob Fogg quickly passed Blackburn. Jacob Fogg opened up a big lead as Sanders shot by Metz and Jeremy Fogg. The positions stayed the same with Jacob Fogg winning over Hanna, Blackburn, Sanders and Jeremy Fogg. Jacob Fogg later came back and won both motos in 125cc B class.

In the Pee Wee class Scott Williams led every lap of both motos but the battle was for second place between brothers Justin and Robert Holstein, as they swapped places several times in both motos. Justin Holstein eventually nabbed second at the finish.

Results

+25: 1. Pat Stillings (Hon); 2. David Kuxhausen (Hon); 3. Roger Adams (Kaw); 4. Mitch Holstein (Hon); 5. Joe Steidl (Hon).
+30: 1. Tony Gallardy (Yam); 2. Roger Adams (Kaw); 3. James McLellan (Hon); 4. Drew Justice (Hon); 5. Carl Davis (Yam).
+40: 1. Peter Harrison (Hon); 2. Tom Fogg (Kaw); 3. John Kirby (Kaw); 4. Emanuel Aderhold (Mai).
OPEN NOV: 1. David Kuxhausen (Hon); 2. Mike Amedeo (Kaw); 3. Mitch Holstein (Hon); 4. Andrew McElroy (Hon); 5. Jeff Sparks (Hon).
P/W: 1. Scott Williams (Yam); 2. Justin Holstein (Yam); 3. Robert Holstein (Yam).
16-24: 1. Jacob Fogg (Kaw); 2. Lonnie Blackburn (Kaw); 3. Shana Hanna (Suz); 4. Jeremy Fogg (Kaw); 5. Jason Metz (Suz).
65: 1. Josh Faustino (Kaw); 2. Aaron Perkins (Kaw); 3. Andrei Bolini (Kaw); 4. Matt Johnson (Kaw); 5. Travis Brewer (Kaw).
250/125 BEG: 1. Dale Pelletier (Suz); 2. Derrick Januszyk (KTM); 3. Jon Langworthy (Yam); 4. Brandon Cunningham (Hon); 5. Wayne Schaeffer (Suz).
85 7-11: 1. Robert Farneell (Kaw); 2. Derek Keyes (Hon); 3. Clint Shealy (Kaw); 4. Aaron Perkins (Kaw); 5. Jeremy McDow (Kaw).
125 C: 1. Josh Kielty (Suz); 2. Steve Dumond (Hon); 3. Danile Fortin (Suz); 4. Jeff Pope (Hon); 5. Mike Bernhart (Suz).
85 12-13: 1. Josh Kielty (Suz); 2. Gary Leath (Suz); 3. Kenneth Mock (Kaw).
125 B: 1. Jason Metz (Suz); 2. Ray Stillings (Hon); 3. Barry Sanders (Suz); 4. Jacob Fogg (Kaw); 5. Kyle Myers (Hon).
85 14-15: 1. Jarrett Tippings (Suz); 2. Wayne Wilkie (Suz); 3. Geoff Hardy (Suz).
SR MINI: 1. Wayne Wilkie (Kaw); 2. Gary Leath (Suz); 3. Josh Kielty (Suz); 4. Geoff Hardy (Suz); 5. Robert Farnell (Suz).
250 C: 1. Steve Dumond (Kaw); 2. James McLellan (Hon); 3. Robert Armstrong (Suz); 4. Mike Lepp (Suz); 5. James Muglia (Hon).
250 B: 1. Drew Justice (Hon); 2. Shana Thomas (Kaw); 3. Jeremy Fogg (Kaw); 4. Craig Olson (Hon).
250 A: 1. Travis Blackburn (Kaw).

Faria fast at Glen Helen Spdwy

By M. Sober

SAN BERNARDINO, CA, JUNE 24
National Champion "Flyin" Mike Faria returned from a two week absence to capture the four-lap Scratch main as well as finishing second in the Handicap main at Glen Helen Speedway. Chris Manchester won the Handicap feature.

Faria missed the last two weeks while racing in the Overseas Final of the Individual World Speedway Championships. Although he failed to qualify in England, he returned with a vengenance, finishing no worse than second in any race all evening.

Starting from the pole in the Scratch main, Faria reached the first turn ahead of Gary Hicks. Faria kept his Russell Racing/A-1 Plank/Shoei/Oilzall GM on the inside line as Hicks repeatedly attacked. Scotty Brant, who started from the outside fourth spot, was also running hard on the bottom and pushed his front wheel past Hicks in the second lap, causing Hicks to ride wide. Hicks then developed mechanical problems and dropped out. Chris Manchester was the second man off the line but fell back behind the pack in the first two laps, only to come roaring back at the finish line to nip Brant by inches for second.

Results

SCRATCH: 1. Mike Faria (GM); 2. Chris Manchester (Gdn); 3. Scott Brant (Jaw); 4. Gary Hicks (GM).
HDCP: 1. Manchester; 2. Faria; 3. Jason Chism (Jaw); 4. Hicks; 5. Greg Appleman (Wes).
SUPP: 1. Johnny Walker; 2. Kevin Rubio; 3. Robbie Hackman; 4. Craig Furman; 5. Chris Harrington.
SDCAR: 1. Joe Petraglovid/Alan Bilger; 2. Ross Millar/Dale Leeder; 3. Peter Lewis/Jamie Macy; 4. Don Partain/Mark Adams.

Byrd best at Oklahoma Trials

By R.D. Allman

TULSA, OK, JUNE 21
Yamaha-mounted Bryan Byrd topped the Expert class at round seven of the Oklahoma Trials Championship, hosted by the Northeasterrn Oklahoma Trials Team.

Byrd made it known that he is ready to move into the elite championship class, with a convincing win over a talented Expert class that included pro motocrosser Guy Cooper from nearby Stillwater, Oklahoma. Ron Lee used a smooth riding style to stay close but could not match the determination and aggressiveness of Byrd, and settled into second ahead of a rapidly-improving Gary Vernon and Cooper.

Vernon and Cooper both used their motocross experience to attack the rock ledges that made up the majority of the day's course. Vernon won the battle with Cooper, while David Meyer brought his Yamaha in for fifth.

In Amateur competition Butch Lathrom used his experience to beat out newcomer

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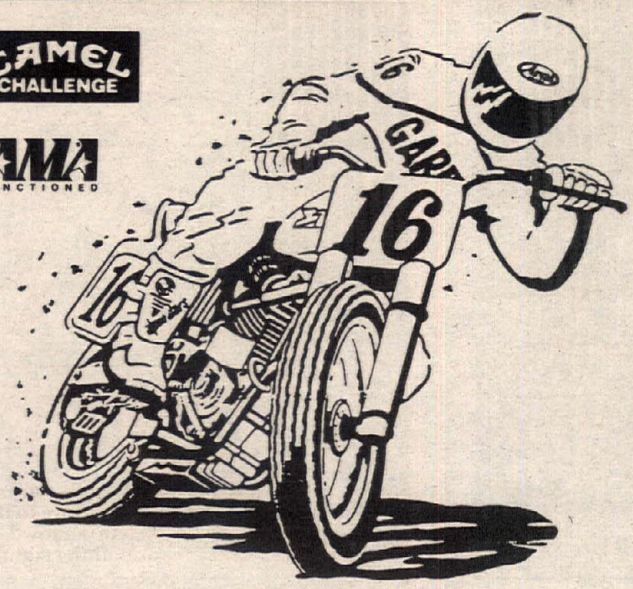

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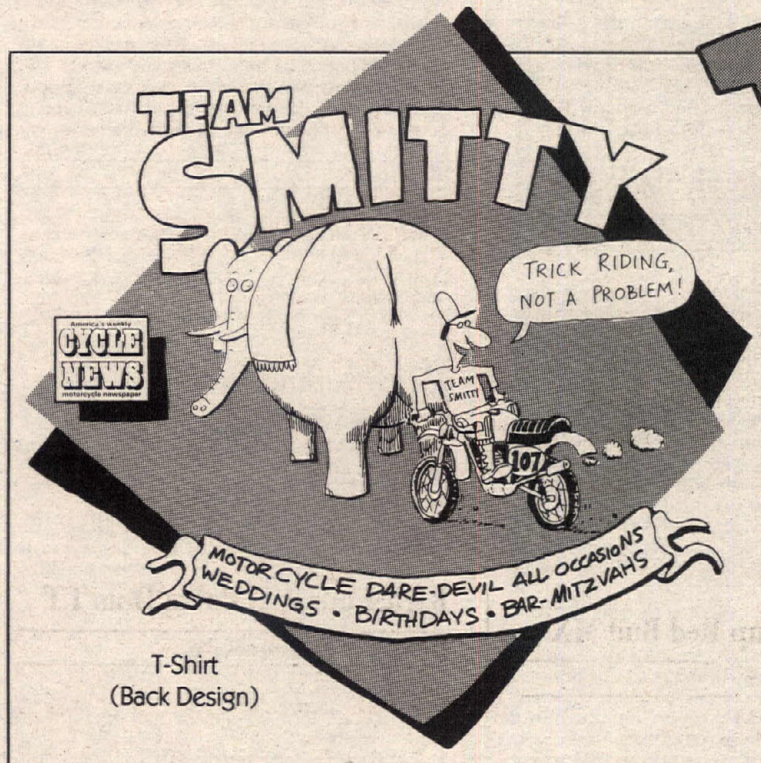

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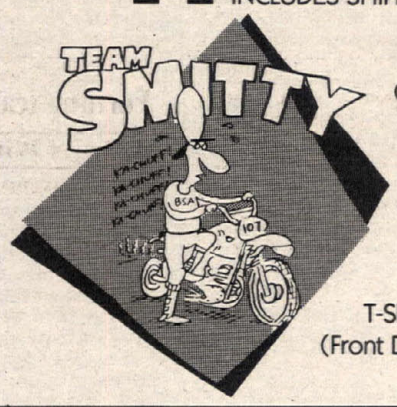

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NEW VIDEO RELEASES

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"1992 MALAYSIAN ROAD RACING GP"

(#98C) Rothman's Honda's Michael Doohan won his third straight 500cc Grand Prix race at the Shah Alam circuit in Malaysia. This 52-minute video highlights the triumph of the Australian Doohan over American champ Wayne Rainey in a race that was held in two legs due to stormy weather conditions.

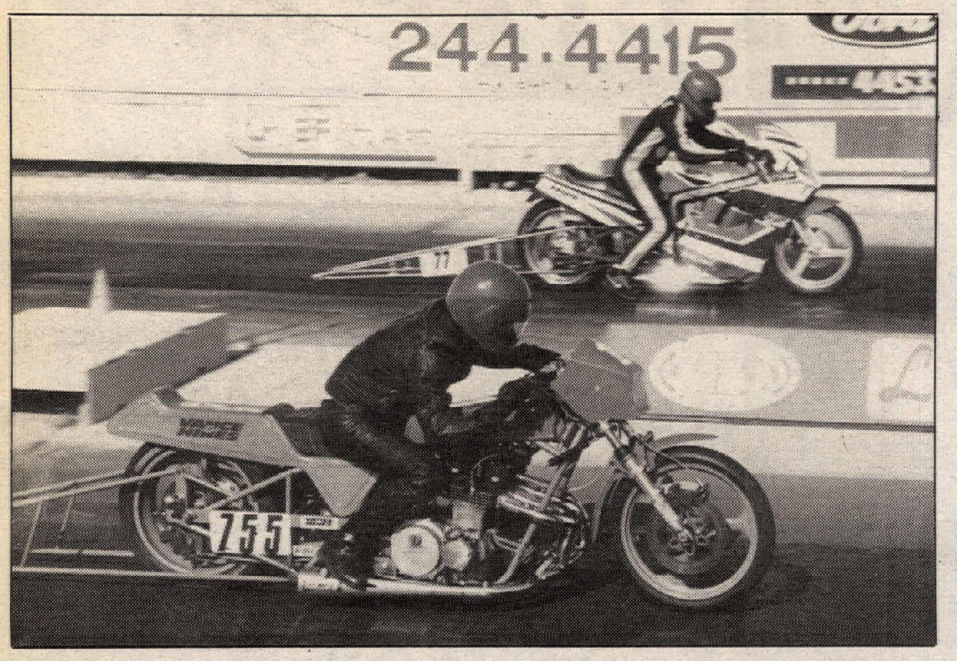
The first leg of the 500cc event started on a dry race course, but was stopped after 16 laps because of heavy rain. Doohan led the first leg at the time and he also won the second leg which was stopped two laps from the finish when the rain returned. Rainey and his Marlboro Yamaha wound up second, with Spaniard Alex Criville third on the Campsa Honda. Criville's rostrum position made history as he became the first Spaniard to finish in the top three of a 500cc Grand Prix.

Italian Luca Cadalora also pulled off his third win of the season in the Malaysian 250cc Grand Prix. Cadalora topped Ducados Aprilia's Alberto Puig, with P.F. Chili finishing in third position.

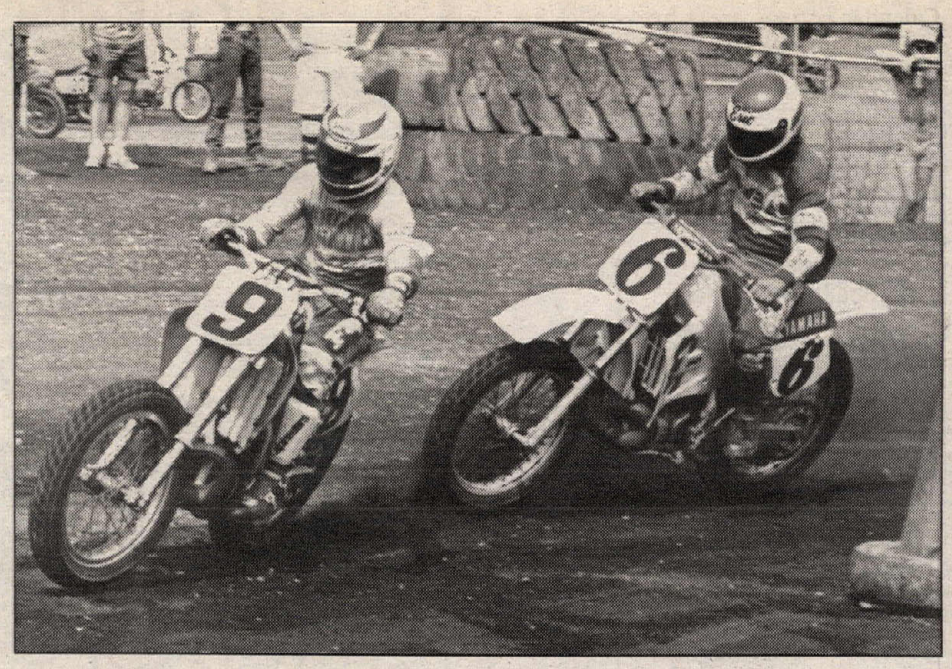
52 minutes from GP Video.

To Order Videos, Use The Video Order Blank Elsewhere In This Issue Of Cycle News

LOCAL EVENTS



Dale Barber (755) beat Jesse Gatlin in the Super Comp final at LACR drags.



Winner Todd Winsett (9) and Eric Sassaman went at it at Pine Grove TT.

Darin Butler for the class win. Points leader Don Grace capitalized on a bad second loop by rival Paul Schwegler to put his Gas-Gas in the number three position.

Beta-mounted Dave Bolen topped the competitive Senior Expert class, while Rich Allman took advantage of a last-section mistake by Larry Garrison to claim second.

Results

C'SHIP: 1. Shan Mooree (G-G); 2. Jim Westcott (Apr); 3. Paul Boen (Fan); 4. Clint Perry (Apr).
EX: 1. Bryan Byrd (Yam); 2. Ron Lee (G-G); 3. Gary Vernon (G-G); 4. Guy Cooper (G-G).
SR EX: 1. Dave Bolen (Bet); 2. Rich Allman (Yam); 3. Larry Garrison (Yam).
INT: 1. Matt Moore (Fan); 2. Andrew Cross (Bet); 3. Tommy Moore (Fan).
AM: 1. Butch Lathrom (Bet); 2. Darin Butler (Bet); 3. Don Grace (G-G); 4. Paul Schwegler (Yam).
ROOKIE: 1. Kathy Bolen (Yam); 2. Mike Ferris (BSA); 3. Dave Kelly (Yam).

Terranoud wins LACR drags

By Bob Johnson

PALMDALE, CA, JUNE 14
John Terranoud of Phoenix, Arizona, posted a 7.74 second/169.94 mph run to win the National Motorcycle Racing Association Series race at Los Angeles County Raceway, defeating Mike Malone Jr. in the final round of Top Sportsman competition.

In the Top Sportsman category's semi final, Terranoud recorded a 7.89/160.25 run with his Wiseco/Kawasaki of Phoenix-sponsored Kawasaki to top Art Engstrom. Malone got a bye run.

In the final, Malone's bike broke, allowing Terranoud to take the top honor with his 7.74/169.94 timing.

Dale Barber began the Super Comp semi final with an 8.61/150.72 win over Bill Peters. Joining Barber in the final was Jesse Gatlin, as he recorded an 8.69/150.08 win over Karen Stoffer.

Barber defeated Gatlin in the final with an 8.71/127.51 run on his Vance and Hines Kawasaki, as Gatlin lost with an 8.77/146.48 timing.

Tom LaChance and his Kawasaki erased any chances of Buzz McCoy's by winning two straight Pro Gas titles. LaChance got a better starting line reaction and won with a 9.25/141.85 run. In two semi finals, McCoy defeated Scott Valentine, while LaChance got a bye run.

Alfred Barrios chalked up another Super Gas title with his Suzuki, running a 10.14/130.56 in the final to defeat Bob Stoykovich. Stoykovich had beaten Tray McGee in the semi finals, while Barrios had used a win over Steve Mitchell to earn a slot in the final.

Boone tops Paducah Short Track

By Brent Menser

PADUCAH, KY, JUNE 19
Chris Boone was the winner in the Open class on an abbreviated event at Paducah Short Track.

A large rider turnout had to deal not only with the competition but with the elements as well. Light rain fell on and off during practice and all riders were advised during the riders' meeting to run the heats like they were the mains.

The only exception was the Open class, which was split into two heats.

Josh Knott recorded wire-to-wire wins in both the 85cc and 200cc classes. He was chased to the checkered flag by Jason Goodwin in both races.

The Senior class heat race was a wild affair. Bobby Lewis got the holeshot on the field, followed by David Flowers. Lewis and Flowers had stellar professional careers in the 70's and 80's and are now reviving their talents. Flowers got around Lewis on lap three and held the lead to the checkered flag.

Brian Thomas, riding a Suzuki 250cc, got the holeshot on a field of big-bore four-strokes in the Sportsman class. Thomas was locked up on the cushion and put a lot of distance on the field before it was over. Thomas has a crowd-pleasing style and many riders wondered how he gets his handlebars so close to the ground.

With skies threatening, the first Open class heat rolled to the line. David Menser led for five laps but was obviously holding up a hard-charging Chris Boone. This was Boone's first race of the year and much is expected from him when he gets warmed up. Boone zapped Menser on the last lap for the win. Brian Thomas figured out a way to make a 250cc go faster than a field of 600cc and won the second Open class heat in a walk-away.

Rain cancelled the main events, so Boone was declared the winner by virtue of a fast heat, while Thomas was awarded second.

Results

50: 1. Shawn Walker (Yam).
85: 1. Josh Knott (Suz); 2. Jason Goodwin (Kaw).
AM: 1. Mike Collier (Hon); 2. Toby McKinney (Yam).
SR: 1. David Flowers (Suz); 2. Bobby Lewis (Hon); 3. John Gilligan (Hon).
SPTSMN: 1. Brian Thomas (Suz); 2. Paul Morgan (Yam); 3. Chris Boone (Hon).
OPEN: 1. Chris Boone (Hon); 2. Brian Thomas (Suz); 3. David Menser (Hon).

Winsett wonderful at Pine Grove TT

By Len Breech

PINE GROVE, PA, JUNE 14
Young expert Todd Winsett held off the constant threats of veteran Eric Sassaman to take the 250cc A final on his Al Wenger/Punk & Mom/Greiner Industries/WRT/Ergore & Sons-sponsored Honda at the Flying Dutchmen M.C. TT Scrambles. Sassaman came back to top a small 600cc A class.

Sassaman has the knack of turning it up another notch for the main event, and at the start of the 250cc A final, he had over a three bike length lead coming out of the infield hairpin, but was greeted with a red flag. On the restart, Winsett led the charge out of the hairpin, with Sassaman, Kevin Miller and Jon Simpson following close behind. As he had done in the heat, Winsett took everything Sassaman threw at him and held the lead. From the midway point on, Simpson, Bromley and Ace Phillips battled over fourth, while Miller ran a lonesome third. Afterwards, Sassaman had nothing but praise for Winsett's ride, commenting, 'I showed him a tire several times, but he didn't break. He earned the win."

Rider turnout was down considerably, especially in the 600cc A class. Mark Burkholder gave Sassaman a good battle in the first half of the final, giving the lead up at the end of the first lap. Burkholder retook the lead coming off the fourth turn on the second lap, but Sassaman took the lead for good on the fourth lap with Bill Bromley, Tracy Zechman and Phil Libhart battling over third. Bromley took control in the late laps, while Libhart just nipped Zechman for fourth at the flag.

Tom Skethway jumped out in front of the 85cc A/B final, while Brody Miller, Jake Johnson, Paul Allison and John Winsett followed. By the end of the second lap, Winsett had taken over second, and moved into the lead on the fourth and final lap, holding off Skethway for the overall win.

Results

55 STK: 1. Cody Wenger (Itj); 2. Josh Zechman (Yam); 3. Jared Mees (Yam); 4. Kevin Morrison (Yam); 5.Mathew Haug (Yam).
55 MOD: 1. Jimmy Owens (Yam); 2. Scott Morrison (Yam); 3. Dan Guiseppe (Yam); 4. Zach Zechman (Yam); 5. Wes Campbell (Yam).
65: 1. Ben Miller (Yam); 2. Will Russell (Hon); 3. Scott Morrison (Kaw); 4. Eric Hackman (Yam); 5. Billy Stillwell (Kaw).
200 B: 1. John Winsett (Suz); 2. Chad Hackman (Yam); 3. Mark Keslick (Hon); 4. Gilbert Deel (Hon); 5. Joseph Thompson (Yam).
250 B: 1. Dillon Cava (Yam); 2. Roy Miller (Cag); 3. Bobby Bills (Suz); 4. Nick Arment (Yam); 5. Troy Witmer (Yam).
85 A: 1. John Winsett (Suz).
85 B: 1. Tom Skethway (Hon); 2. Brody Miller (Suz); 3. Jake Johnson (Hon); 4. Don Mullen (Yam); 5. Paul Allison (Hon).
600 B: 1. Jeff Sassaman (Hon); 2. Todd Temple (Hon); 3. Jody Yearick (Rtx); 4. Rusty Eves (Yam); 5. Tom McGuigan (Yam).
200 A: 1. Billy Bromley (Suz).
250 A: 1. Todd Winsett (Hon); 2. Eric Sassaman (Yam); 3. Kevin Miller (Suz); 4. Bill Bromley (Suz); 5. Ace Phillips (Yam).
VET 30+: 1. Mark Burkholder (Kaw); 2. Joe Heberling (Yam); 3. Luke Zechman (Yam).
OPEN TW: 1. Earl Yearick (H-D); 2. Robin Wilt (Tri).
SR 40+: 1. Luke Zechman (Yam); 2. Carl Campbell (ATK); 3. Earl Yearick (Rtx).
600 A: 1. Eric Sassaman (Hon); 2. Mark Burkholder (Kaw); 3. Bill Bromley (Suz); 4. Phil Libhart (Rtx).

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. Calendar listings cannot be accepted over the phone; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event.

CHAMPIONSHIP EVENTS

World C'ship Road Race Series

7/12	Hungaroring, Hungary
7/19	Magny-Cours, France
8/2	Donington Park, England
8/23	Interlagos, Brazil
9/6	Kyalami, South Africa

World C'ship Superbike Road Race Series

7/19	Mugello, Italy
8/9	Most, Czechoslovakia
8/23	Johor, Malaysia
8/30	Sugo, Japan
9/13	Assen, Holland
10/4	Monza, Italy
10/18	Phillip Island, Australia
10/25	Manfield, New Zealand

World C'ship Endurance Road Race Series

7/19	Johor, Malaysia
7/26	Suzuka, Japan
8/16	Francorchamps, Belgium
9/20	Paul Ricard, France
10/25	Phillip Island, Australia

World C'ship Observed Trials Series

8/30	Rennie, Canada
9/5	Watkins Glen, NY, USA

Trial des Nations

9/7	Watkins Glen, NY, USA

World C'ship 125cc MX Series

7/12	Gdynia-Kolibki, Poland
7/26	Amatitlan, Guatemala
8/2	Campos Jordao, Brazil
8/23	Suzuka, Japan

World C'ship 250cc MX Series

7/12	Maracay, Venezuela
7/19	Unadilla, NY, USA
8/2	Tibro, Sweden
8/9	Heinola, Finland
8/23	Suzuka, Japan

World C'ship 500cc MX Series

7/12	Cussac, France
7/19	Valkenswaard, Holland
8/2	Namur, Belgium
8/9	Folkendange, Luxemburg
8/23	Roggenburg, Switzerland

World C'ship Supercross Series

8/28	Gothenburg, Sweden
9/12	Paris, France
10/17	Nymegue, Netherlands
10/24	Toronto, Canada
10/31	Atlanta, USA
11/8	Barcelona, Spain
11/29	Tokyo, Japan
12/4	Geneva, Switzerland
12/6	Genoa, Italy

Motocross des Nations

9/6	Manjimup, Australia

Int'l Six Days Enduro

8/25-30	Cessnock, Australia

CMA Canadian Supercross Series

9/18	Montreal, Quebec, CAN

Info 416/363-9035

RACE Castrol-Motoplan Canadian Nat'l C'ships

7/12	Shannonville, Ont., CAN
7/26	Shubenacadia, N.S., CAN
8/9	St-Eustache, Quebec, CAN
9/6	Shannonville, Ont., CAN

Info 613/966-4882

RACE Castrol Eastern Canada Challenge Series

8/16	Shannonville, Ont., CAN
9/27	Shannonville, Ont., CAN
10/3	Shannonville, Ont., CAN

Info 613/966-4882

CMA Canadian Nat'l Dirt Track Series

8/1	Welland, Ont., CAN ST
8/2	Peterborough, Ont., CAN HM
8/8	Trois Rivieres, Que., CAN HM
8/30	Laprairie, Que., CAN ST

Info 416/522-5705

AMA Grand Nat'l C'ship Camel Pro Series

7/11	Hagerstown, MD HM
7/18	Parkersburg, WV HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/22	Indianapolis, IN M
9/6	Springfield, IL M
9/13	Fresno, CA M
9/26	Sacramento, CA M
10/10	Pomona, CA HM

Info 614/891-2425

AMA Nat'l C'ship 600 Dirt Track Series

8/7	Sturgis, SD ST
8/21	Hamburg, NY HM
8/29	Lake Odessa, MI HM
9/19	Castle Rock, WA TT
10/25	Fresno, CA TT

Info 614/891-2425

AMA Camel Supercross Series

7/11	Los Angeles, CA

Info 614/891-2425

AMA Nat'l C'ship Road Race Series

8/1-2	Lexington, OH
10/10-11	College Station, TX

Info 614/891-2425

AMA Nat'l C'ship 125/250 MX Series

7/26	Troy, OH

Info 614/891-2425

AMA Nat'l C'ship 125/500 MX Series

8/16	Millville, MN
8/2	Washougal, WA
8/30	Binghamton, NY
9/27	Delmont, PA
10/4	Budds Creek, MD

Info 614/891-2425

AMA Nat'l C'ship Enduro Series *

10/11	Redding, CA
10/25	Bear, DE
11/1	New Paris, IN
11/8	Greenville, OH

* Tentative

Info 614/891-2425

AMA Nat'l C'ship Hare & Hound Series *

9/27	Wendover, UT
10/25	Lucerne Valley, CA

* Tentative

Info 614/891-2425

AMA Nat'l C'ship Hare Scrambles Series *

7/26	New Berlin, NY
9/6	Millfield, OH
9/13	Hookstown, PA
9/27	Lynnville, IN
10/11	Kahoka, MO
11/1	Phoenix, AZ

* Tentative

Info 614/891-2425

AMA Nat'l C'ship Reliability Enduro Series *

10/3	Minden, NV

* Tentative

Info 614/891-2425

AMA Nat'l C'ship Hillclimb Series

7/12	Logan, OH
8/2	Muskegon, MI
9/13	Freemansburg, PA
9/20	Middlebury, IN
9/27	Jefferson, PA
10/11	Oregonia, OH

Info 614/891-2425

AMA/NATC Nat'l C'ship Observed Trials Series

7/11-12	Norden, CA
9/6	Williamsport, PA
9/12	Wrentham, MA
9/13	Exeter, RI

Info 614/891-2425

AMA/Suzuki Dual Sport Trail Ride Series

7/18-19	Las Vegas, NV
8/22-23	Hurricane Mills, TN
9/12-13	Cadiz, KY
9/19-20	Columbus, IN
10/3-4	McArthur, OH
10/10-11	Angels Camp, CA

Info 614/891-2425

AMA Wiseco/Yamaha Yokohama Grand Nat'l C'ship Cross Country Series

8/30	Waterford, OH
9/20	Bunner Ridge, WV
10/4	Elizabeth, WV
10/18	TBA

Info 304/594-1157

AMA Amateur Dirt Track Nat'l Finals

Short Track

7/8	Peoria, IL

TT Scrambles

7/11-12	Peoria, IL

Info 614/891-2425

AMA Jr. Nat'l Dirt Track Series

7/11	Hagerstown, MD HM
7/25	Oklahoma City, OK HM
8/2	Peoria, IL TT
8/7	Sturgis, SD ST
8/21	Hamburg, NY HM
8/29	Lke Odessa, MI HM
9/6	Springfield, IL M
9/13	Fresno, CA M
9/19	Castle Rock, WA TT
9/26	Sacramento, CA M

Info 614/891-2425

AMA Amateur Nat'l C'ship Hillclimb *

8/22-23	Mankato, MN

* Tentative

Info 614/891-2425

AMA/CCS Pro/Am Road Race Series

Florida Region

7/11-12	W. Palm Beach, FL
8/15-16	W. Palm Beach, FL
9/5-6	Faulkville, GA
9/19-20	W. Palm Beach, FL
9/26-27	Braselton, GA
10/17-18	Daytona Beach, FL
10/25	W. Palm Beach, FL
12/13	W. Palm Beach, FL

Southeast Region

8/1-2	Faulkville, GA
9/5-6	Faulkville, GA
9/26-27	Braselton, GA
10/17-18	Daytona Beach, FL

Mid Atlantic Region

7/18-19	Summit Point, WV
9/12-13	Summit Point, WV
9/26-27	Braselton, GA
10/17-18	Daytona Beach, FL

(Dates at Charlotte TBA)

Great Lakes Region

7/25-26	Rockton, IL
8/29-30	Grattan, MI
9/19-20	Grattan, MI
10/17-18	Daytona Beach, FL

Midwest Region

7/25-26	Rockton, IL
8/22-23	Rockton, IL
9/12-13	Rockton, IL
9/19-20	Grattan, MI
10/17-18	Daytona Beach, FL

Northeast Region

7/18-19	Loudon, NH
8/29-30	Loudon, NH
9/19-20	Loudon, NH
10/10-11	Loudon, NH
10/17-18	Daytona Beach, FL

(Dates at Bridgehamton TBA)

Southwest Region

9/5-6	Las Vegas, NV
9/19-20	Phoenix, AZ
10/17-18	Daytona Beach, FL

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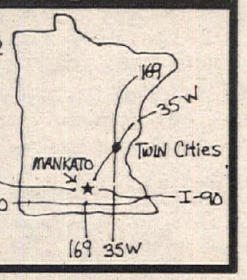

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at the
Ventura County Fairgrounds,
Ventura, CA
July 11, Aug. 8, Aug. 23 (tent.), Sept. 26, Oct. 17, Nov. 7, Dec. 5
Pits open at 2 p.m. Racing starts at 6 p.m.
Admission:
Amateur Riders: $25.00,
Pros.: $30.00 (100% payback)
Pit passes for non-riders $10.00
Front gate for spectators:
$8.00 Adults
$5.00 Sr./Military & Jr. (13-15)
Kids 12 and under FREE
Min. age to race 12 years old. All riders under 18 must have parent fill out and sign a minor release prior to racing
For more information call (805) 656-1122, on Racedays (805) 648-RACE

CRC CALIFORNIA RACE SCHEDULE
100% PRO PAYBACK
Sun. July 12 MX L.A. County Raceway
Sun. July 19 G.P. Sunrise
Sun., July 26 MX L.A. County Raceway
Sun., Aug. 2 MX Sunrise
Sun., Aug. 9 MX L.A. County Raceway
Next Vintage Race
Sun. July 19 G.P. Sunrise
Open Practice
3 Tracks, Pee Wee, - 60 & 80 - Motorcycles
4pm-9pm Every Wed LA County Raceway
9am-2pm Every Sat. - LA County Raceway
CRC Info 805-272-8889

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AMA 125/500 MX NATIONAL
Broome-Tioga Sports Center
Binghampton, NY
AUGUST 28-30
Info: (607) 648-4997
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Linville, Ohio
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July 24	MX	Honda Hills/AMA D-11
July 25	Vin. MX	AHRMA/Honda Hills
Aug. 1	MX	AMA D-11/Honda Hills
Aug. 16	MX	AMA D-11/Honda Hills
Aug. 23	MX	AMA D-11/Honda Hills
Aug. 30	MX	AMA D-11/Honda Hills
Sept. 5	MX	AMA D-11/Honda Hills
Sept. 19	MX	AMA D-11/Honda Hills
Sept. 26	MX	AMA D-11/Honda Hills
Oct. 31	MX	AMA D-11/Honda Hills
Nov. 7	MX	AMA D-11/Honda Hills
Nov. 14	MX	AMA D-11/Honda Hills

Information
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Red Willow County Fair - McCOOK NE

Gates Open at 3:00
Practice - 5:00 Heats - 7:00 Finals - 8:00
Classes 125 & 250 Pro-Am

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1st	$400	7th	$70
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3rd	$200	9th	$50
4th	$100	10th	$40
5th	$90	11-16th	$35
6th	$80		

Entry Gate - $5.00
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Race Nite - $35
Am Pre-entry - $20 with 1 free gate
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Call (308) 928-2503 by July 22nd to pre-enter
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Moreno Valley California

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Motorcycles, Quads & Odysseys Flat Track
1/3 Mile Oval, Scrambles & TT - Track
Summer Championship Series
Friday, July 10 Bakersfield
Friday, July 24 Bakersfield
Bakersfield Speedway
Info. Hot Line 805-399-7877

CALENDAR

South Central Region
8/22-23 Topeka, KS
9/19-20 College Station, TX

AMA/CCS Race of Champions
10/17-18 Daytona Beach, FL

AMA/Loretta Lynn's National
8/11-15 Hurricane Mills, TN
Info 614/891-2425

NMA/Ponca City GNC Nat'l MX Qualifiers
Western 1
7/11 Phoenix, AZ
Rocky Mountain 1
7/12 Erie, CO
Info 310/868-8112

NMA Grand Nat'l MX C'ship
8/5-9 Ponca City, OK
Info 310/868-8112

WERA F-USA Pro Road Race Series
8/7-9 Clermont, IN
8/21-23 Long Pond, PA
9/12-13 Rosamond, CA
9/18-20 West Palm Beach, FL
10/28-11/1 Braselton, GA
Info 916/582-0451

Vanson/PM WERA Nat'l Endurance Series
7/11-12 Garrettsville, OH
8/8 Clermont, IN
8/29 Millington, TN
9/12-13 Rosamond, CA
9/19 W. Palm Beach, FL
10/30 Braselton, GA
Info 916/582-0451

WERA Nat'l C'ship Road Race Series
Mid-Atlantic Region
8/1-2 Rockingham, NC
8/8-9 Summit Point, WV
8/21-22 Long Pond, PA
9/5-6 Garrettsville, OH
10/3-4 Garrettsville, OH
10/10-11 Summit Point, WV
Southeast Region
7/18-19 Faulkville, GA
8/1-2 Rockingham, NC
8/15-16 Talladega, AL
8/21-22 Long Pond, PA
8/28-30 Millington, TN
9/19-20 Faulkville, GA
10/10-11 Talladega, AL
North Central Region
7/25-26 Grattan, MI
8/21-22 Long Pond, PA
9/5-6 Garrettsville, OH
9/12-13 Grattan, MI
9/26-27 S. Beloit, IL
Mid-Central Region
7/12 E. St. Louis, IL
8/15-16 Talladega, AL
8/21-22 Long Pond, PA
8/23 E. St. Louis, IL
8/28-30 Millington, TN
9/20 E. St. Louis, IL
10/10-11 Talladega, AL
South Central Region
7/18-19 Henderson, TX
8/15-16 College Station, TX
8/21-22 Long Pond, PA
8/28-30 Millington, TN
9/12-13 Henderson, TX
10/17-18 College Station, TX
Info 803/681-9372

WERA Vintage Road Race Series
7/18 Faulkville, GA
8/1 Rockingham, NC
8/8 Summit Point, WV
8/16 College Station, TX
8/21 Long Pond, PA
9/19 Faulkville, GA
9/26 S. Beloit, IL
10/3 Garrettsville, OH
Info 803/681-9372

Metzler/WERA Grand National Final
10/28-11/1 Braselton, GA

IDBA Nat'l C'ship Drag Race Series
7/18-19 Columbus, OH
8/8-9 Norwalk, OH
8/29-30 Rockingham, NC
10/23-25 World Finals Memphis, TN
Info 205/849-7886

AMRA All Harley Drag Race Series
7/12 Avilla, IN
7/18-19 Clarksville, TN
8/1-2 Winston-Salem, NC
8/22 Copemish, MI
9/6 Scriber, NE
9/19-20 Kokomo, IN
10/3-4 Beechmont, KY
Info 708/250-0838

NESC C'ship MX Series
7/12 Southwick, MA
7/26 Lewiston, ME
8/2 Middleboro, MA
8/9 Southwick, MA
8/16 Lewiston, ME
8/23 Central Village, CT
8/30 Southwick, MA
9/6-7 Lewiston, ME
9/13 Southwick, MA
9/20 Middleboro, MA
9/27 Central Village, CT
10/4 Southwick, MA
10/11 Middleboro, MA
10/18 Southwick, MA
10/25 Middleboro, MA
11/1 Middleboro, MA
11/8 Middleboro, MA
Info 413/772-0685

NETRA C'ship Enduro Series
7/26 Oxford, MA
8/2 Bennington, VT
8/30 Lee, MA
9/20 Adams, MA
9/27 W. Greenwich, RI
10/4 Wrentham, MA
11/8 Stafford, CT
Info 203/875-5757

NETRA C'ship Hare Scrambles Series
7/12 Union, CT
7/19 Windsor, MA
8/9 Temple, NH
8/16 Union, CT
8/23 Cheshire, MA
9/6 New Berlin, NY
9/13 Petersburg, NY
10/11 Fishouse, NY
10/18 Bourne, MA
Info 203/875-5757

NETRA Turkey Run Series
7/12 Adams, MA
7/26 Adams, MA
8/9 Washington, MA
8/16 Bartonsville, VT
8/23 Gardner, MA
9/13 Swiftwater, NH
9/20 Weare, NH
9/27 Otis, MA
10/11 Winchendon, MA
10/18 Berlin, MA
11/1 Central Village, CT
11/22 Plympton, MA
Info 203/875-5757

ECEA C'ship Enduro Series
7/19 Blain, PA
8/8 Middlebury Center, PA
8/30 Maauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 West Greenwich, RI
10/4 Greenbank, NJ
10/25 Bear, DE
11/8 Warren Grove, NJ
11/22 New Lisbon, NJ
Info 609/893-7294

New York State C'ship Hare Scrambles Series
7/12 Rew, PA
7/26 S. Edmeston, NY
8/2 Speedsville, NY
8/16 Little Genesee, NY
8/23 Moravia, NY
9/20 Sauquoit, NY
10/11 Mapledale, NY
10/25 S. Edmeston, NY
Info 315/839-5637

AMA Southeastern Regional MX C'ship Mega Series
7/11-12 Blountville, TN
7/19 Wytheville, VA
8/23 Blountville, TN
9/13 Blountville, TN
9/27 Kingsport, TN
10/25-26 Blountville, TN
Info 615/323-5497

FMC Motocross Series
7/12 Reddick, FL
7/19 Orlando, FL
7/26 Ocala, FL
8/2 Orlando, FL
8/23 Ocala, FL
8/29 Hardeeville, SC
9/13 Reddick, FL
Info 904/399-0213

CRA Road Race C'ship Series
8/8-9 Brainerd, MN
9/19-20 Brainerd, MN
Info 612/332-4070

Virginia C'ship Hare Scramble Series
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/18 Newport News, VA
11/1 Surry, VA
Info 804/255-4620

Grans Prix de Baja Series
10/17 Ensenada Gran Prix Ensenada, B.C., MEX
12/19 San Felipe Gran Prix San Felipe, B.C., MEX
Info 818/340-5750

Golden Crown of Baja Series
7/24-26 Gran Carrera de Ensenada Ensenada, B.C., MEX
9/25-27 Gran Carrera de Campeones San Felipe, B.C., MEX
Info 818/340-5750

International Oldtimers Motocross Series
7/25-26 Albany, OR
9/5-6 Fernley, NV
9/19-20 Huron, CA
Info 208/327-0693

AHRMA/BMW Classic Cup Series
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Historic Cup Series
7/18 Summit Point, WV
8/8 Mt. Meridian, IN
8/22 Topeka, KS
9/19 Steamboat Springs, CO
Info 715/842-9699

AHRMA Eastern Road Race Series
9/5 Faulkville, GA
Info 715/842-9699

AHRMA Central Road Race Series
7/25 Rockton, IL
Info 715/842-9699

AHRMA Pacific Coast Road Race Series
9/26-27 Portland, OR
11/28-29 Sears Point, CA
Info 715/842-9699

AHRMA Vintage Trials Series
8/8 Toronto, OH
8/29 Donner Pass, CA
9/17 Steamboat Springs, CO
9/27 Millville, MN
10/4 Flat River, MO
Info 715/842-9699

AHRMA Vintage Iron Nat'l MX Series
7/25 Linnville, OH
8/9 Englishtown, NJ
9/18 Steamboat Springs, CO
9/26 Millville, MN
10/25 Hollister Hills, CA
Info 715/842-9699

AHRMA Northeastern Vintage MX Series
7/12 Sleepy Hollow, PA
8/9 Englishtown, NJ
9/27 Southwick, MA
10/11 Englishtown, NJ
Info 201/784-9854

AHRMA Southeastern MX Series
7/11 Holiday Downs, GA
9/6 Holiday Downs, GA
10/11 Breman, GA
Info 715/842-9699

AHRMA Midwest MX Series
7/18 Denmark, WI
9/26 Millville, MN
Info 414/732-3553

AHRMA West MX Series
9/27 Fernley, NV
10/18 Palmdale, CA
10/25 Hollister, CA
11/8 Tulare, CA
Info 715/842-9699

AHRMA NorCal MX Series

7/26	Carson City, NV
9/27	Fernley, NV
10/25	Hollister, CA

Info 715/842-9699

AHRMA Vintage Dirt Track Series

8/4 & 6	Sturgis, SD
9/7	Holiday Downs, GA
9/16	Steamboat Springs, CO
9/26	Weedsport, NY
10/18	Dallas, TX
TBA	Henderson, KY

Info 715/842-9699

Mid-Atlantic Vintage Trials Series

7/26	Williamsport, PA
8/8-9	Toronto, OH
10/4	Toughkenamon, PA
10/11	Mainesburg, PA

Info 410/775-77209

RMEC Enduro Series

7/12	Rand, CO
8/2	Steamboat Springs, CO
8/9	Julesburg, CO
* 10/4	Cloudcroft, NM

* Tentative
Info 307/742-4136

Black Jack Enduro Series

7/28	Goodman, MS
8/9	Breezy Hill, LA
8/23	Nimrod, AR
9/8	Gainsville, TX
9/20	Bunch, OK
10/11	Tulsa, OK
10/25	Oklahoma City, OK

Info 903/832-5323

MTEG Off-Road C'ship GP Series

7/18	Los Angeles, CA
9/TBA	Denver, CO
10/TBA	Las Vegas, NV
11/TBA	Oakland, CA

Info 714/938-4100

SCORE Int'l Off Road Series

11/11-14	Baja 1000 Ensenada-Le Paz, B.C., MEX

Info 818/889-9216

CMRA Road Race Series

7/18-19	Henderson, TX
8/15-16	College Station, TX
9/12-13	Henderson, TX
10/17-18	College Station, TX

Info 713/342-9032

Sabine Enduro Circuit

8/9	Breezy Hill, LA
8/23	Lake Nimrod, AR
9/6	St. Jo, TX
9/20	New Waverly, TX
10/25	Oklahoma City, OK
11/8	Muenster, TX

Info 504/928-2117

OCCRA Cross Country Series

8/23	Bunch, OK
9/13	Lawton, OK
10/4	Stillwater, OK
10/18	Oklahoma City, OK
11/1	Ardmore, OK
11/15	Oklahoma City, OK

Info 405/632-3370

Texas Cross Country Series

7/12	Saint Jo, TX
8/30	Montague, TX
9/13	Glen Rose, TX
9/27	Denton, TX
10/11	Gholson, TX
10/25	Euless, TX

Info 214/790-1221

ARRA Road Race Series

7/11-12	Chandler, AZ
8/8-9	Las Vegas, NV
9/5-6	Chandler, AZ
10/10-11	Chandler, AZ
11/7-8	Chandler, AZ
11/28-29	Las Vegas, NV
12/5-6	Chandler, AZ

Info 805/966-5700

White Bros. Vet World MX C'ship

11/7-8	Perris, CA

Info 714/788-5853

HDRA USA Cup Desert Race Series

8/14-16	Brian Head, UT
10/9-11	Las Vegas, NV

Info 702/361-5404

AFM Road Race Series

7/11-12	Sonoma, CA
8/22-23	Sonoma, CA
9/12-13	Sonoma, CA
1-/11	Sonoma, CA

Info 510/796-7005

WSMC/Willow Springs Road Race Series

7/17-19	Rosamond, CA
8/14-16	Rosamond, CA
9/18-20	Rosamond, CA
10/16-18	Rosamond, CA
11/13-15	Rosamond, CA
12/18-20	Rosamond, CA

Info 805/256-1234

AMRRA Mini Road Race Series

7/12	Palomar, CA
7/26	Palomar, CA
7/31-8/2	Batavia, NY
8/16	Riverside, CA
9/13	Riverside, CA
10/11	Riverside, CA
11/1	Palomar, CA
12/5-6	Riverside, CA

Info 714/548-8429

CMC Valvoline Oil Trans-Cal Nat'l MX Series

9/5	Marysville, CA N
9/6	San Bernardino, CA S
9/13	Carson City, NV N
9/13	Adelanto, CA S
9/19	Sacramento, CA N
9/20	Ramona, CA S
9/27	Sacramento, CA N
9/27	San Bernardino, CA S
10/3-4	Huron, CA

Info 714/880-0016

CMC Shoei Helmet Summer Series

7/12	Adelanto, CA
7/19	Ramona, CA
8/2	San Bernardino, CA
8/7	San Bernardino, CA
8/9	San Bernardino, CA

Info 714/880-0016

OMRRA Road Race Series

7/19	Portland, OR
8/8-9	Portland, OR
9/26-27	Portland, OR
10/18	Portland, OR

Info 503/221-1487

OMRA Cross Country Series

9/27	Bend, OR
10/23-24	Bend, OR

Info 503/625-7331

OMRA ISDE Series

7/11-12	Tillamook, OR

Info 503/625-7331

USBA Road Race Series

7/12	Salt Lake City, UT
8/16	Salt Lake City, UT
9/13	Salt Lake City, UT
10/17-18	Salt Lake City, UT

Info 801/535-4625

NMA Enduro Series

7/19	Centralia, WA
7/26	Mt. Vernon, WA
10/4	Olympia, WA
10/25	Bellingham, WA

Info 206/922-1457

NMA Off Road Series

8/23	Bellingham, WA
8/30	Centralia, WA
9/12	Sultan, WA
9/20	Shelton, WA
10/18	Olympia, WA
11/8	Shelton, WA
11/15	Bellingham, WA
12/6	Kent, WA
12/13	Sultan, WA

Info 206/922-1457

MXNW Pacific Coast Grand C'ship Series

8/22-23	Washougal, WA
9/12-13	Tillamook, OR
9/26-27	Roseburg, OR
10/17-18	Woodland, WA

Info 503/543-6028

JULY

S	M	T	W	T	F	S
			1	2	3	4
5	6	7	8	9	10	11
12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

● Denotes Pro Payback

July 7

IDAHO SHORT TRACK
Oeyhee M.C., Boise. Info 208/939-0815.

July 8

ILLINOIS SHORT TRACK
AMA Amateur Dirt Track Nat'l Finals. PMC/TGRA. Henry. Info 309/685-6284 or 565-7444.

July 9

IOWA SUPERCROSS
MX Kingdom. Dallas County Fairgrounds, Adel. Info 515/285-6910.
OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

July 10

CALIFORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA SHORT TRACK
So. Cal. Flat Track Assn. Lake Perris Fairgrounds, Perris. Info 714/956-0556.
CALIFORNIA SPEEDWAY
● International Speedway/Fair Derby. Orange County Fairgrounds, Costa Mesa. Info 714/492-9933.
CALIFORNIA SPEEDWAY
● Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
CANADA SPORT BIKE RALLY
Georgia Bay M.C. Assn., Inc. 10th Annual European & Cafe M.C. Rally, Foley Fairgrounds, Perry Sound, Ontario. Info 705/746-6332.
IDAHO SHORT TRACK
● AMA. Triber's Stateline Speedway, Stateline. Info 509/226-0656 or 927-1163.
IOWA SHORT TRACK
Badger Racing Assn. Donnellson Fairgrounds, Donnellson. Info 414/699-3387.
NEVADA MOTOCROSS
● CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WEST VIRGINIA MOTOCROSS
LVFD. Lavalette Fire Dept., Huntington. Info 304/486-5244.

July 10-11

CANADA SPORT BIKE RALLY
Georgia Bay M.C. Assn., Inc. 10th Annual European & Cafe M.C. Rally, Foley Fairgrounds, Perry Sound, Ontario. Info 705/746-6332.

July 10-12

INDIANA MOTOCROSS
AMA/D-12 & 15/Reads Racing Unlimited, Inc. Fulton County MX, Rochester. Info 219/594-2649.

July 11

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6840.
ALABAMA MOTOCROSS
● Warrior MX, Warrior. Info 205/841-7224 or 841-7538.
ARIZONA MOTOCROSS
● CMC. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA MOTOCROSS
● GFI North. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.

AMA SANCTIONED
TT QUAD GRAND NATIONAL
◆ JULY 17-18-19

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Friday: Registration 10am - 3 pm
Practice 3 pm - 6 pm
Saturday: Qualifying Noon
Sunday: Finals Begin Noon

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Challenger Raceway

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Saturday Night AMA
Supercross & Short Track
Admission $8.00 Kids Under 10 FREE
Del-Ray Enterprises
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Supercross Schedule
July 25
Aug. 1 & Aug. 22
Sept. 12 & Sept. 26
Oct. 10 & Oct. 24
Practice 2:30-4:00
Heats 4:30 Finals 6:00

Dirt Track Schedule
Aug. 15 & Aug. 29
Sept. 19
Oct. 3 & Oct. 18*
*Oldtimers Day & Vintage Day
Practice 5:30 Races 7:00

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Road Race Fans AUGUST 1
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Old Timers MX Association
Race Schedule
Saturday, July 11 Perris Raceway
GFI MX
Sunday, July 19 Sunrise Cycle Park
CRC G.P.
For Information Call (714) 633-9503

GFI RACING (714) 788-5853

Sat., July 11	GFI Super Sat. Morn. MX	Perris Raceway
Sat., July 11	GFI At Night Round 4	Perris Raceway
Sat., July 18	GFI At Night Round 5	Perris Raceway
Sat., July 25	GFI At Night Round 6	Perris Raceway
Sat., Aug. 1	GFI At Night Round 7	Perris Raceway

RACING ENTERPRISES
INFO 619-484-1441

Sat., July 11th	MX	Carlsbad
Sat., July 18th	MX	Carlsbad
Sat., Aug. 1st	MX	Carlsbad

Commotion By The Ocean V: August 8 & 9

GRAN PRIX So. Cal. DOUBLE CROSS
DOUBLE CROSS RACING
45 Minute Grand Prixs
Sept. 7 Labor Day Mon. GP
* 4 man sponsor teams race for 5' shop trophy
Oct. 4 L.A. County Raceway
*Desert Storm Series
INFO: (714) 371-6333

NMA
REGIONAL & NATIONAL SANCTIONS-LICENSE INFORMATION
(714) 855-1602
(310) 868-8112
P.O. BOX 46
NORWALK, CA 90650
National Motosport Association

CMC
Race With The Best
Sat., July 11 No Night Race
Sun., July 12 Sunrise
Summer Series #3
Sun., July 19 Barona Oaks
Summer Series #4
714-880-0016 — FAX 714-880-1734

CMRA ANNOUNCES
MOTORCYCLE ROADRACES
July 18th & 19th Oak Hill Raceway
Sat., July 18th 2 Hr YSR/School/Practice
Sun., July 19th 8 Lap Sprints
INFO 713-342-9032

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WSMC WILLOW SPRINGS MOTORCYCLE CLUB
Del Amo Motors & Miller Hi Life present the TOYOTA US Unlimited F/1 Motorcycle GP and Del Amo Unlimited 600 4-Stroke GP
ROUND 7 - July 17-18-19
INFO (805) 256-2471

SRA GP | California Schedule
Members Non Members
July 26 Glen Helen
August 23 Carlsbad
Info (714) 957-2985

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• 9103 80 LA Superbowl - Howerton 80 San Diego SX Finals	• 9114 86 Phoenix Supercross
• 9104 81 Anaheim SX 81 Duel In The Dirt, KC	• 9115 86 LA Superbowl
• 9105 82 Anaheim SX / 83 Anaheim	• 9116 87 Anaheim Supercross
• 9106 83 San Diego SX 83 LA Superbowl	• 9117 87 San Diego Supercross
• 9107 83 Atlanta Supercross	• 9118 87 Atlanta Arenacross 125cc
• 9108 84 Atlanta Supercross	• 9119 87 Atlanta Arenacross 250cc
• 9109 85 Anaheim & San Diego SX	• 9120 87 LA Superbowl of Motocross
• 9110 85 Rose Bowl SX 125cc & 250cc	• 9121 88 Houston Supercross
• 9111 85 Superbowl Highlights LA Supercross	• 9122 88 Dallas Supercross
	• 9123 88 Pontiac Supercross
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AMRRA
UPCOMING EVENTS:
July 12 - Palomar, CA
July 26 - Palomar, CA
July 31 - Aug. 2 - Batavia, NY
1st Annual AMRRA World Championships
AMERICAN MINI ROAD RACING ASSOCIATION
CALL FOR INFO: (714) 548-8429

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Flagstaff/Cinder Mountain 100
JULY 25-26, 1992
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CALENDAR

CALIFORNIA MOTOCROSS
• Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA SHORT TRACK
AMA/D-36. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538.
CALIFORNIA MOTOCROSS
• Rojo Productions. Starwest SX Park, Lake Perris Fairgrounds, Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
• CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
• Big Guy Promotions. Huron Cycle Park, Huron. Info 209/945-3106.
CALIFORNIA MOTOCROSS
• GFI. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Greg Scheid & Assoc. Metcalf Marathon. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CANADA SHORT TRACK
Welland County M.C. Niagara Raceway, Welland, Ontario. Info 416/835-2754.
CONNECTICUT ENDURO
NETRA Jr. Enduro Series. Firecracker I Jr. Union. Info 203/875-5757.
DELAWARE MOTOCROSS/SHORT TRACK
• DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA MOTOCROSS
• Wings & Wheels. Southern Super Series. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
Southern SX, Tunnel Hill. Info 404/397-2937.
GEORGIA MOTOCROSS
Atlanta M.C./AHRMA Vintage MX. Holiday Downs, Palmetto. Info 404/434-8719.
ILLINOIS MX/TT SCRAMBLES
AMA/D-18. Belleville Enduro Team, Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
J & S Racing. Booneville. Info 812/897-0629.
KENTUCKY MOTOCROSS
• Adventuresports. Bluegrass MX, Bardstown. Info 502/737-7433 or 833-2706.
MINNESOTA SHORT TRACK
• AMA/Gopher Racing. Montgomery Speedway, Montgomery. Info 612/593-1283.
MISSOURI MOTOCROSS
Sprout Patch Competition, Inc. Sprout Patch MX, Billings. Info 417/744-2593.
NEW YORK SHORT TRACK
AMA/D34/Delray Enterprises, Inc. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK SUPERCROSS
Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NEW YORK SUPERCROSS
AMA/Long Island Sports Committee. Suffolk Meadows, Suffolk. Info 516/728-7727.
NORTH CAROLINA MOTOCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
• Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SUPERCROSS
• AMA/Action Sports Promotions, Inc. Summer Series, Round 2. Action Sports Center, Nelsonville. Info 614/594-6686.
OHIO MOTOCROSS
AMA/D-12 & 14/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
OHIO SUPERCROSS
CRA. Western Reserve M.C., Salem. Info 216/337-8077.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON ISDE QUALIFIER
Trailsmen M.C. Tillamook Burn, Forest Grove. Info 503/678-2779.
PENNSYLVANIA MOTOCROSS
AMA. Trail-Way Speedwaya, Hanover. Info 717/359-4310.
SOUTH CAROLINA MOTOCROSS
Low Country MX, Hardeeville. Info 803/757-4226.
SOUTH DAKOTA SHORT TRACK/TT
Jackpine Gypsies M.C. Day TT, Night ST. Jackpine Gypsies Clubgrounds, Sturgis. Info 605/347-5278.
TENNESEE SUPERCROSS
• Elite Motorsports. memphis Motorsports Park Dirt Trax, Memphis. Info 901/353-6118.

July 11-12

CALIFORNIA ROAD RACE
AFM. Sears Point Raceway, Sonoma. Info 510/796-7005.
CALIFORNIA SAND DRAGS
USA Sand Drags. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA TRIALS
AMA/NATC/Sacto Pits. Nat'l C'ship Rounds 5 & 6. Donner Ski Ranch, Norden. Info 916/967-0262 or 753-3466.
FLORIDA ROAD RACE
AMA/CCS. Moroso Motorsports Park, West Palm Beach. Info 407/793-3394 or 622-1400.
ILLINOIS TT SCRAMBLES
AMA Amateur Dirt Track Nat'l Finals. PMC/TGRA. Peoria M.C. Clubgrounds, Peoria. Info 309/685-6284 or 565-7444.
MICHIGAN MOTOCROSS
MRA. Best in the Midwest V Nat'l. Log Road MX, Coldwater. Info 313/289-2100.
OREGON SUPERCROSS
• CMC/Cycle Sports Concepts. Albany SX, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA DIRT DRAGS
Lebanon Valley M.C. Weekend Party/Dirt Drags. Lebanon Valley M.C. Clubgrounds, Bernville. Info 215/967-6422.
SOUTH DAKOTA SHORT TRACK/TT
VDTRA. Sturgis. Info 918/445-0671.
TENNESSEE MOTOCROSS
• AMA S.E. Regional C'ship MegaSeries/Kawasaki Volunteer State C'ship. Muddy Creek Raceway, Blountville. Info 615/323-5497.
WYOMING MOTOCROSS
International Oldtimers Series. Rocky Mountain at Rock Springs. Info 208/327-0693 or 467-3593.

July 12

CALIFORNIA MOTOCROSS
• CMC. Sunrise Cycle Park, Adelanto. Info 714/880-0016.
CALIFORNIA MOTOCROSS
• GFI Motowest. Hollister Hills, Holliste.r Info 408/238-8208 or 637-2073.
CALIFORNIA MINI RACE
AMRRA. Amago, Palomar. Info 714/548-8429.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA DUAL SPORT
AMA/D-37/USA Dual Sport. Simply Sequoia. Troy Meadows Campground, Sequoia. Info 818/761-7170.
CANADA ROAD RACE
RACE/Castrol-Motoplan Canadian Nat'l C'ship. Shannonville, Ontario. Info 613/966-4882.
COLORADO MOTOCROSS
NMA/Ponca City GNC Regional Qualifier. Erie. Info 303/756-9723.
CONNECTICUT HARE SCRAMBLES
NETRA C'ship Series. Conn State H.S. Union. Info 203/875-5757.
FLORIDA MOTOCROSS
FMC. MX of Marion County, Reddick. Info 904/399-0213.
GEORGIA MOTOCROSS
• Wings & Wheels. Southern Super Series. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS MOTOCROSS
AMA/D-18/Splinter Creek Dirt Riders. Fosterburg. Info 618/236-7259 or 345-9889.
INDIANA DRAGS
AMRA All Harley Drags Pro Fuel Sunday. Avilla Raceways, Avilla. Info 616/344-9793.
IOWA HARE SCRAMBLES
AMA/D-22/Iowa Enduro Riders Assn. Winterset. Info 515/965-9051.
IOWA USR RACE
Midwest YSR Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KENTUCKY MOTOCROSS
Summer Series. Rough Country MX, Henderson. Info 502/521-7884 or 812/897-3800.
MASSACHUSETTS MOTOCROSS
NESC C'ship Series. Southwick. Info 413/772-0685.
MASSACHUSETTS TURKEY RUN
NETRA C'ship Series. Mohawk T.R., Adams. Info 203/875-5757.
MICHIGAN MOTOCROSS
AMA. Baja Acres, Millington. Info 313/726-9450.
MICHIGAN GRAND PRIX
AMA/Valley Trail Riders M.C. Annual Muddy Bay GP, Gladwin County Ice Carnival Grounds, Albright Shores. Info 517/426-5151 or 892-1010.
MISSOURI HARE SCRAMBLES
MO H.S. C'ship Series. Callaway Dirt Riders, Reform. Info 314/676-5713.
MONTANA MOTOCROSS
HCMA Montana State Series. Raceway Park, Kalispell. Info 406/752-0890.
NEBRASKA TRIALS
MWTA Observed Trials C'ship Series. Rock Riders Quarry, Omaha. Info 712/322-9384.
NEW JERSEY MOTOCROSS
AMA. Powerline Park, New Ggypt. Info 908/752-7305.
NEW MEXICO MOTOCROSS
Southwest new Mexico MX Series. Deming. Info 505/546-2193.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Ace MX, Modena. Info 518/828-6149.
NEW YORK MOTOCROSS
WNYSC Series. Frozen Ocean MX park, Auburn. Info 315/784-5466.
NEW YORK SPEEDWAY
Owego Motorsports Park, Owego. Info 607/748-6049.
OHIO SWAP MEET/DRAGS
J & P Promotions 3rd Annual Swap Meet & AHDRA All Harley Drags. Kil-Kare Raceway, Xenia. Info 319/462-6011.
OHIO MOTOCROSS
CRA. Amherst MC, Amherst. Info 216/988-9100.
OHIO MOTOCROSS
Sunset Ramblers M.C., Galion. Info 419/468-7228 or 683-3102.
OHIO ENDURO
AMA/D-11/CERA. Chicothe. Info 614/775-9777.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNSYLVANIA MOTOCROSS
AMA. The Challenger Raceway, Indiana. Info 412/726-5494.
SOUTH DAKOTA HALF MILE
Jackpine Gypsies M.C. Half-Mile Calcutta Race. Sturgis. Info 605/347-5278.
TENNESSEE MOTOCROSS
Christiana Raceway, Christiana. Info 615/896-3245.
TEXAS CROSS COUNTRY
TCCRA. Jimmy Jack Enduro Site, Sant Jo. Info 214/790-1221.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
UTAH ROAD RACE
USBA. Bonneville Raceway, Salt Lake City. Info 801/973-4445 or 264-9403.
WASHINGTON MOTOCROSS
• CMC/ProSports Promotions. Thurston County ORV Park, McCleary. Info 206/847-1791.
WASHINGTON MOTOCROSS
MXNW Series. Washougal MX, Washougal. Info 503/673-1671.
WISCONSIN MOTOCROSS/SHORT TRACK
AMA. Aztalan Cycle Club, Lake Mills. Info 414/478-2384.
WISCONSIN YSR RACE
Wisconsin Yamaha YSR Racing Group. Karting Kettle, Elkhart Lake. Info 414/529-0387.

July 14

IDAHO SHORT TRACK
Owyhee M.C., Boise. Info 208/939-0815.
OREGON ISDE QUALIFIER
OMRA/NORA. Jones Creek, Newberg. Info 503/625-7331.

July 15

VIRGINIA SHORT TRACK
MARS/On Track Promotions. Southside Speedway, Richmond. Info 803/626-7959.

July 16

OREGON MOTOCROSS
MXNW Series. Portland Int'l Raceway, Portland. Info 503/620-1020.

July 17

CALIFORNIA MOTOCROSS
• CMC. Glen Helen OHV Park, San Bernardino. Info 714/880-0016.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA STADIUM MX
• CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA SPEEDWAY
• Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA MOTOCROSS
• CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
DELAWARE MOTOCROSS/SHORT TRACK
DE Motor Sports, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
NEVADA MOTOCROSS
• CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
• AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WEST VIRGINIA MOTOCROSS
LVFD. Lavalette Fire Dept. Huntington. Info 304/486-5244.

July 17-18

MICHIGAN MOTOCROSS
MRA. Milan Cycle City, Milan. Info 313/289-2100.

July 17-19

CALIFORNIA ROAD RACE
WSMC. Willow Springs Int'l Raceway, Rosamond. Info 805/256-1234.

July 18

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA SHORT TRACK/TT
Thunder Valley Speedway, White Plains. Info 205/831-1935.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Lake Perris Fairgrounds, Moreno Valley. Info 714/855-2707.
CALIFORNIA STADIUMCROSS
GFI North. Pioneer Speedway & Arena, Oakdale. Info 209/847-9538 or 544-1027.
CALIFORNIA MOTOCROSS
● Racing Ent. Carlsbad Raceway, Carlsbad. Info 619/484-1441.
CALIFORNIA MOTOCROSS
GFI North. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MINI MX
CMMC. Barona Oaks, Ramona. Info 619/749-1900.
CALIFORNIA SHORT TRACK
Dirt Sports Promotions. Carlsbad Raceway, Carlsbad. Info 619/752-1990.
CALIFORNIA SHORT TRACK
● AMA/D-36. Lodi Cycle Bowl, Lodi. Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
● CMC. Riverfront Park, Marysville. Info 916/695-2727.
CALIFORNIA MOTOCROSS
● GFI. Night Series #5. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SPEEDWAY
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-5329.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Greg Scheid & Assoc. Metcalf Marathon. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CANADA SHORT TRACK
● Dirt Track Nat'l. Welland County M.C. Niagara Raceway, Welland, Ontario. Info 416/835-2754.
DELAWARE MOTOCROSS
AMA. DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
Dade City Raceway, Dade City. Info 813/986-4950.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
GEORGIA SUPERCROSS
RCG Supersports. Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
INDIANA MOTOCROSS
Haspin Acres Motor Park, Laurel. Info 513/661-8954 or 772-2803.
INDIANA GRAND PRIX/MX
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, N. Webster. Info 219/594-2649.
KENTUCKY MOTOCROSS
● Southern Motorsports. Pilot Hill MX, Irvine-Ravenna. Info 606/723-4303.
MINNESOTA SHORT TRACK
DTRA. Isanti County Fairgrounds, Cambridge. Info 612/560-0062.
NEW MEXICO MOTOCROSS
Southwest New Mexico MX Series. Truth or Consequences. Info 505/894-9817.
NEW YORK SHORT TRACK
AMA. Square Deal Riders M.C. Raceway, Harpursville. Info 607/723-2387 or 693-2634.
NORTH CAROLINA MOTOCROSS
Wilkes County MX Park, Lenoir. Info 704/758-4342.
NORTH CAROLINA SHORT TRACK
Hammer Down Speedway, Red Springs. Info 919/521-4712 or 842-2714.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO MOTOCROSS
AMA. Lucasville Sports Park, Lucasville. Info 614/259-4672.
OHIO POKER RUN
AMA/D-11. Treaty M.C., Greenville. Info 513/548-7197 or 968-5476.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
AMA/D-12 & 14/Buckeye Series/Glass City M.C. Delta Motor Sports Park, Delta. Info 419/666-8413 or 822-3286.
OKLAHOMA MOTOCROSS
● RBH, Inc. 13th Annual Bob Howard Auto Mall/Dr. Pepper Nat'l. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
PENNSYLVANIA SHORT TRACK
AMA/D-6. Trail-Way Speedway, Hanover. Info 717/359-4310.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways, Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Raceway, Linesville. Info 814/898-3424.
TENNESSEE MOTOCROSS
I-40 MX, Lenoir City. Info 615/573-5425 or 986-1617.
TENNESSEE SHORT TRACK
● Memphis Motorsports Park Dirt Trax, Memphis. Info 901/353-6118.
TEXAS SHORT TRACK/TT
● AMA. Boyd Racewaya, Boyd. Info 817/444-BOYD.
WISCONSIN MOTOCROSS
AHRMA/Denmark Sports & Competition Club. Viking Cycle Park, Denmark. Info 414/732-3553.

July 18-19

CALIFORNIA MOTOCROSS/TT
Tri County Quad Racing Assn. Plumas County Fairgrounds, Quincy. Info 916/283-3358.
CALIFORNIA MOTOCROSS
La Rana Racing. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
COLORADO ROAD RACE
MRA Series. Second Creek. Info 303/294-2054.
IDAHO SUPERCROSS
● SIRA/EIMA. Rupert Fairgrounds, Rupert. Info 208/678-5677.
NEVADA DUAL SPORT
AMA/Suzuki Dual Sport Ride Series/Best in the Desert Racing Assn. Calliente. Info 702/457-5775.
TENNESSEE DRAGS
AMRA All Harley Drags. Clarksville Dragstrip, Clarksville. Info 615/648-1607.
TEXAS ROAD RACE
CMRA Series.Oak Hill Raceway, Henderson. Info 713/342-9032.

July 19

CALIFORNIA GRAND PRIX
● CRC. Bandido GP. Sunrise Cycle Park, Adelanto. Info 8055/272-8889.
CALIFORNIA MOTOCROSS
Boss Motocross. Argyll Park, Dixon. Info 510/623-9871.
CALIFORNIA MOTOCROSS
● CMC. Barona Oaks, Ramona. Info 714/880-0016.
CANADA MINI RACE
Formula 50cc Club. Kart Gardens Int. North, Calgary, Alberta. Info 403/277-0099.
DELAWARE MOTOCROSS
MAMA Series. DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
FLORIDA MOTOCROSS
FMC Series. Orlando MX Park, Orlando. Info 407/333-2356.
ILLINOIS SWAP MEET
J & P Promotions. 7th Annual Parts Extravaganza, Show & Field Events. Will County Fairgrounds, Peotone. Info 319/462-6011.
INDIANA GRAND PRIX
D-15. Riders M.C. clubgrounds, Ligonier. Info 219/269-6777.
IOWA HARE SCRAMBLES
Iowa Enduro Riders. Fremont. Info 515/965-9051.
ILLINOIS MOTOCROSS
AMA/D-17. Central Illinois M.C. clubgrounds, Neeoga. Info 217/895-2816.
KANSAS MOTOCROSS
NMA/Ponca City Regional Qualifier. Midwest MX, Great Bend. Info 913/842-8272.
KENTUCKY HARE SCRAMBLE
Eagle Creek M.C. Park, Owenton. Info 606/472-3442.
KENTUCKY MOTOCROSS
AMA. Daniel Boone MX Park, London. Info 606/528-0130.
MASSACHUSETTS HARE SCRAMBLES
NETRA C'ship Series. Greylock H.S. Windsor. Info 203/875-5757.
MISSISSIPPI MOTOCROSS
T.M.P. Racing. Thomastown. Info 601/289-2090.
MISSOURI MOTOCROSS
MXP. Finger Lakes State Park, Columbia. Info 314/474-2444.
MISSOURI HARE SCRAMBLES
AMA/MO H.S. C'ship. Hilltop Raceway, Sedalia. Info 314/868-4128.
NEW YORK SPEEDWAY
Owego Motorsports Park, Owego. Info 607/748-6049.
NEW YORK HILLCLIMB
Royal Mountain Ski Area, Caroga Lake. Info 518/835-6445.
OHIO MOTOCROSS
AMA/D-11. Dirt Country Raceway, Blanchester. Info 513/625-7350 or 791-8970.
OHIO HARE SCRAMBLE
CRA. Lightning Raceway, Tippecanoe. Info 614/922-4775.
OHIO MOTOCROSS
CRA. Ohio Int'l Raceway, Ravenna. Info 216/369-5993.
OREGON ROAD RACE
OMRRA Series. Portland Int'l Raceway, Portland. Info 503/221-1487.
OREGON MOTOCROSS
Cycle Sport Concepts. Albany SX, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
Sleepy Hollow MX, Fredericksburg. Info 717/273-1180 or 273-9212.
PENNNSYLVANIA ENDURO
ECEA C'ship Series. Foggy Mountain Breakdown Enduro. Susquehanna Off Road Riders, Blain. Info 717/533-4251.
SOUTH CAROLINA MOTOCROSS
AMA/D-29. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
VIRGINIA MOTOCROSS
AMA/VA State C'ship./Victory Sports. Pro Sport MX, Wytheville. Info 703/228-3118 or 615/323-5497.
WASHINGTON MOTOCROSS/SHORT TRACK
AMA/D-27/CMC Pro Sports Promotions. Thurston County ORV, McCleary. Info 206/847-1791.
WASHINGTON ENDURO
NMA Enduro Series. Deep Creek Enduro. Black Hills M.C., Centralia. Info 206/330-0607.
WISCONSIN MOTOCROSS
AMA/D-16/Denmark Sports & Competition M.C. Club. Viking Cycle Park, Denmark. Info 414/732-3553.

July 20

OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Adams County Fairgrounds, West Union. Info 614/596-2057.

July 20-24

VIRGINIA RALLY
Le Mans America/Int'l Organization of Suzuki Owners. Front Royal. Info 914/735-3091.

July 21

IDAHO SHORT TRACK
Owyhee M.C., Boise. Info 208/939-0815.

July 22

CALIFORNIA SPEEDWAY
Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Perry County Fairgrounds, New Lexington. Info 614/596-2057.
WISCONSIN SHORT TRACK
Badger Racing Assn. Club.Columbia County Fairgrounds, Portage. Info 414/699-3387.

July 23

MINNESOTA SHORT TRACK
DTRA. Isanti Fairgrounds, Cambridge. Info 612/560-0062.
OHIO SUPERCROSS
● AMA/Action Sports Promotion, Inc. Summer Series, #3. Franklin County Fairgrounds, Hilliard. Info 614/594-6686.
OHIO MOTOCROSS
AMA/D-11/American Motosports, Inc. Jackson County Fairgrounds, Wellston. Info 614/596-2057.

July 24

CALIFOORNIA MOTOCROSS
● CMC. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA SPEEDWAY
Fast Fridays. Gold Country Fairgrounds, Auburn. Info 916/632-3278.
CALIFORNIA STADIUM MX
● CMC. Sacramento Raceway, Sacramento. Info 916/366-7368.
CALIFORNIA MOTOCROSS
Cycleland Speedway, Chico. Info 916/342-0063.
CALIFORNIA SHORT TRACK/TT
BRA. Bakersfield Speedway, Bakersfield. Info 805/399-7877.
DELAWARE SHORT TRACK/MOTOCROSS
DE Motor Sport, Inc. Seaford Speedway, Seaford. Info 302/335-4386.
IDAHO SHORT TRACK
● AMA. Triber's Stateline Speedway, Stateline Village. Info 509/226-0656 or 927-1163.
MICHIGAN MOTOCROSS
MRA. Rosenau Night at the Races II. Milan Cycle City, Milan. Info 313/289-2100.
NORTH CAROLINA MOTOCROSS
East Bend Speedway, East Bend. Info 919/699-3629.
OHIO SHORT TRACK
● AMA. Lawrenceburg Speedway, Lawrenceburg. Info 513/662-7759.
TEXAS MOTOCROSS
Mosier Valley MX Park, Euless. Info 817/540-0815.
WEST VIRGINIA MOTOCROSS
LVFD. Lavalette Fire Dept. Huntington. Info 304/486-5244.

July 24-25

OHIO MOTOCROSS
● AMA/D-11/AHRMA. Honda Hills, Linnville. Info 614/323-3766.

July 24-26

MEXICO OFF ROAD
Baja Promotions. Golden Crown of Baja Off Road Desert Series. Gran Carrera de Ensenada, Ensenada, B.C. Info 818/340-5750 or 992-6355.

July 25

ALABAMA MOTOCROSS
County Line Raceway, Bessemer. Info 205/477-6848.
ALABAMA MOTOCROSS
● Warrior MX Park, Warrior. Info 205/841-7224 or 669-4572.
ARIZONA MOTOCROSS
● CMC. Canyon Raceway, Phoenix. Info 602/863-1028.
CALIFORNIA CROSS COUNTRY
AMA/D-36/Greg Scheid & Assoc. Metcalf Marathon. Santa Clara County Off Road Park, San Jose. Info 408/972-8063.
CALIFORNIA MOTOCROSS
Racing Enterprises. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
● GFI North. Los Banos Fairgrounds, Los Banos. Info 209/673-8080.
CALIFORNIA MOTOCROSS
● Rojo Productions. Starwest SX Park, Lake Perris Fairgrounds. Moreno Valley. Info 714/855-2707.
CALIFORNIA MOTOCROSS
● Big Guy Promotions. Huron Cycle Park, Huron. Info 209/945-3106.
CALIFORNIA MOTOCROSS
● CMC. Riverfront Track, Marysville. Info 916/695-2727.
CALIFORNIA SHORT TRACK
AMA/D-36. Lodi Cycle Bowl, Lodi Info 209/544-1027 or 368-7182.
CALIFORNIA MOTOCROSS
● GFI. Night Series #6. Perris Raceway, Perris. Info 714/788-5853.
CALIFORNIA SPEEDWAY
● CMC. Gle Helen OHV Park, San Bernardino. Info 714/261-5329.
CANADA SPEEDWAY
● Welland County M.C. Canadian Speedway Nat'l. Niagara Motorcycle Raceway, Welland, Ontario. Info 416/835-2754.
FLORIDA MOTOCROSS
Dade City Raceway,a Dade City. Info 813/986-4950.
FLORIDA MOTOCROSS
ProSports USA. Orlando MX Park, Orlando. Info 407/568-2271.
GEORGIA MOTOCROSS
● Wings & Wheels. Southern Super Series. Bremen MX, Bremen. Info 404/941-8464.
GEORGIA SUPERCROSS
RCG Supersports. Riverside SX, Calhoun. Info 404/928-3053 or 629-4450.
GEORGIA SUPERCROSS
Southern SX Track, Tunnel Hill. Info 404/397-2937.
ILLINOIS MOTOCROSS/TT SCRAMBLES
● AMA/D-18/Belleville Enduro Team. Belleville. Info 618/277-DIRT.
INDIANA MOTOCROSS
J & S Racing, Inc. Boonville MX, Boonville. Info 812/897-0629.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Trojan Track, Pierceton. Info 219/594-2649.
IOWA HALF MILE
Badger Racing Assn. Club. Henry County Fairgrounds, Mt. Pleasant. Info 414/699-3387.
KENTUCKY MOTOCROSS
● Adventuresports. Bluegrass MX, Bardstown. Info 502/737-7433 or 833-2706.
NEVADA MOTOCROSS
● CMC/On Trac Events. Silver State MX, Carson City. Info 702/883-6111 or 267-4392.
NEVADA SWAP MEET
Euro/Brit M/C Show & Swap Meet. Spanish M.C. Owners Group. Minden Park, Minden. Info 702/267-2103.
NEW YORK SUPERCROSS
AMA/D-34/Del-Ray Enterprises. Lembo Lake Park, Modena. Info 914/427-2248.
NEW YORK SUPERCROSS
AMA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
NORTH CAROLINA MOTOCROSS
NAME Summer Series. Rolling Hills Cycle Park, Reidsville. Info 919/342-4492.
NORTH CAROLINA MOTOCROSS
● Silver Creek MX Park, Morganton. Info 704/584-2808.
OHIO SHORT TRACK
Speedway 250, Cadiz. Info 614/942-2020.
OHIO SPEEDWAY
Bear Creek Speedway, Canton. Info 216/837-5694.
OHIO HALF MILE
D & B Racing. Logan County Fairgrounds, Bellefontaine. Info 419/991-8124 or 991-3210.
PENNSYLVANIA SUPERCROSS
AMA/D-6. Evansville Raceways Inc. Berwick. Info 717/759-2841.
PENNSYLVANIA MOTOCROSS
CRA. Pymatuning Raceway, Linesville. Info 814/898-3424.
PENNSYLVANIA MOTOCROSS
AMA. Trail-Way Speedway, Hanover. Info 717/359-4310.
TENNESSEE SUPERCROSS
● Elite Motorsports. Memphis Motorsport Park Dirt Trax, Memphis. Info 901/353-6118.
TENNESSEE MOTOCROSS
AMA. I-40 MX Park, Lenoir City. Info 615/573-5425.
WISCONSIN HALF MILE
● Marshfield Super Speedway, Marshfield. Info 715/384-4555.

July 25-26

CALIFORNIA DUAL SPORT RIDE
AMA/D-37/Countdown. June Lake 250 Dual Sport Self-Guided Trail Ride. Bishop to June Lake and back. Bishop. Info 818/348-8381.
CALIFORNIA SCRAMBLES
AMA/D-37/Simi Valley M.C. Dual European Scrambles. Camp Rock Rd., Lucerne Valley. Info 310/366-7607.
CALIFORNIA SHORT TRACK/SCRAMBLES
R & D Enterprises Annual Mid-State C'ship. Bolado Park, San Benito County Fairgrounds, Hollister. Info 408/449-7367.
IDAHO MOTOCROSS
Owyhee M.C., Boise. Info 208/939-0815.
OREGON SUPERCROSS
● CMC/Cycle Sport Concepts/Int'l Oldtimers. Albany SX, Albany. Info 503/928-4474 or 364-3187.
WISCONSIN TRIALS
WOTA Series. Wauzeka. Info 608/798-2168.

July 26

CALIFORNIA GRAND PRIX
SRA. Glen Helen OHV Park, San Bernardino. Info 714/261-6116.
CALIFORNIA MOTOCROSS
GFI/Motowest. Hollister Hills GP Track, Hollister. Info 408/238-8208 or 637-2073.
CALIFORNIA MOTOCROSS
● CRC. L.A. County Raceway, Palmdale. Info 805/272-8889.
CALIFORNIA MINI RACE
AMRRA Series. 50cc Mini Road Race. Amago Track, Palomar. Info 714/548-8429.
CALIFORNIA TRIALS
AMA/PITS. Granite Mogul Trial. Donner Ski Ranch, Donner. Info 916/366-8454.
CANADA ROAD RACE
RACE/Castrol-Motoplan Canadian Nat'l C'ship. Shubenacadia, N.S. Info 613/966-4882.
CANADA YSR RACE
Formula 50cc Club. Red Deer, G.W. Fairgrounds, Calgary, Alberta. Info 403/277-0099 or 284-5295.
FLORIDA MOTOCROSS
FMC Series. Florida Motosports Complex, Ocala. Info 904/399-0213.
GEORGIA MOTOCROSS
Wings & Wheels. Bremen MX, Bremen. Info 404/941-8464.
ILLINOIS MOTOCROSS
AMA?D-18/Splinter Creek Dirt Riders. Fosterburg. Info 618/236-7259 or 345-9889.
INDIANA MOTOCROSS
Christiana Raceway, Christiana. Info 615/896-3245.
INDIANA MOTOCROSS
AMA/D-12 & 15/Read's Racing Unlimited, Inc. Wabash Cannonball, Wabash. Info 219/594-2649.
IOWA YSR RACE
Midwest YSR Inc. Iowa Int'l Raceway, Marshalltown. Info 515/263-1460.
KENTUCKY MOTOCROSS
Lakeland MX. Trigg County Recreation Complex, Cadiz. Info 502/522-6389.
MAINE MOTOCROSS
NESC C'ship Series. Lewiston. Info 413/772-0685.
MASSACHUSETTS ENDURO
NETRA C'ship Series. Tri State. Oxford. Info 203/875-5757.
MASSACHUSETTS DUAL SPORT
NETRA C'ship Series. Mohawk Dual Sport. Adams. Info 203/875-5757.
MICHIGAN DIRT DRAGS
ADRA Series. Midwest Summer Nat'ls. Three Rivers. Info 616/279-9774.
MICHIGAN ENDURO
D-14. Valley Trail Riders M.C. clubgrounds, Bentley. Info 517/754-5842.
MICHIGAN MOTOCROSS
MRA. Log Road MX, Coldwater. Info 313/289-2100.
MISSISSIPPI MOTOCROSS
Mid-South MX Assn. Cedar Lake MX Park, Byhalia. Info 901/386-3256.
NEW YORK SPEEDWAY
Owego Motorsports Park, Owego. Info 607/748-6049.
NEW YORK MOTOCROSS
AMA/Metropolitan Sports Committee. Walden Playboys, Walkill. Info 518/828-6149.
NEW YORK HARE SCRAMBLES
NYS C'ship. H.S. Series. South Edmeston. Info 315/839-5637 or 895-7654.
NEW YORK SHORT TRACK
AMA/Electric City Riders M.C. Schenectady. Info 518/372-1526 or 374-7979.
NEW YORK MOTOCROSS
AMA/CNYMRA. Frozen Ocean MX Park, Auburn. Info 315/784-5466.
OKLAHOMA MOTOCROSS
RBH, Inc. Motorcycle Raceway, Oklahoma City. Info 405/751-6616.
OREGON SUPERCROSS
● Cycle Sport Concepts/CMC. Albany SX, Albany. Info 503/928-4474 or 364-3187.
PENNSYLVANIA MOTOCROSS
AMA/D-6. Hurricane Hill Sports Center, Clifford. Info 717/222-9290.
PENNSYLVANIA TRIALS
Mid-Atlantic Vintage Trials Series. Williamsport. Info 410/775-7209.
SOUTH CAROLINA SUPERCROSS
AMA/DD-29. Riverside SX, Marietta. Info 803/836-6855 or 836-8900.
TEXAS MOTOCROSS
Burleson MX Park, Burleson. Info 817/295-1760 or 295-8908.
TEXAS MOTOCROSS
● Southwest Nat'l Sports Committee Series. El Paso MX Park, El Paso. Info 915/857-0215 or 855-2656.
WASHINGTON ENDURO
NMA Enduro Series/Skagit M.C.. Webbfoot Enduro. Mt. Vernon. Info 206/336-2817.

FREE CALENDAR LISTING

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 498, Long Beach, CA 90801-0498. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form.

Event date: _____

Type of event: _____

Event sanction/promoter/sponsoring club: _____

_____

Location of event: _____

_____

City/Town: _____ State: _____

Phone number (with area code) ( ) _____

Your name: _____

RESULTS

Motocross
NESC
Middleboro, MA
June 14

85 BEG
Paul Manville Suz
Ed Brightman Suz
Ryan Hedges Suz
Jeremy Hill Kaw
Bryan Cournoyer Kaw
85 JR
David Umhoefer Hon
Mike Umhoefer Hon
Henry Komosa Suz
Keith Labonne Kaw
Tim Mynes Kaw
85 ADV
Adrian Colon Kaw
David Umhoefer Hon
Mike Umhoefer Hon
Henry Komosa Suz
Keith Labonne Kaw
125 BEG
Peter Gevry Suz
Joe Evangelsita Kaw
Jason Kulas Suz
David Cobb Kaw
Jason Evangelist Suz
125 JR
Matt Tremblay Kaw
Brent Lacoste Hon
Paul Dlugos Kaw
Peter Gevry Suz
Joe Evangilsta Suz
Jason Kulas Suz
125 ADV
Pat Outericky Suz
Mark Shea Hon
Glen Labbe Kaw
Ryan Kaichen Kaw
Richard Rogers Suz
James Borthers Kaw
125 NOV A
Mike Fay KTM
Jack Colarusso Hon
Mike Carreira Hon
Bruce Delano Kaw
Frank Mattison Kaw
200+ NOV
Peter Rosa Suz
Phil Petras Hon
Dan Hayes Kaw
Jesse Barnes Suz
Greg Lutkus Suz
OPEN NOV
Peter Rosa Suz
Dan Hayes Kaw
Jesse Barnes Suz
Bob King Suz
Greg Lutkus Suz
125 NOV
Jerome Santa-Maria Suz
Steve Cheny Hon
Mark Adams Suz
Mike Bissanti Kaw
Chris Mandella Kaw
125 AM
Pat Outericky Suz
Derek David Hon
Chris Young Suz
Mike Bouchard Suz
Chris Johnson Suz
200+ AM
Chris Wagner Hon
Steve Violette Hon
David Hutchins Hon
Mike Bouchard Suz
John Derocher Kaw
OPEN AM
David Puffer Hon
Mike Lachapelle Yam
Gary Fuoco Hon
Tim McKenna Suz
Scott Stallings Hon
125 EX
Tony Lorusso Yam
Scott Carter Suz
John Kitsch Suz
Bill Dzielak Hon
Pat Barton Suz
NOV 30+
Jeff Opachinski Hon
Bob King Yam
Bob Lyman Suz
Don Parsons Hon
Paul Wagner Hon
40+
Dan Boone Sr Kaw
Bob Swatik Kaw
Jim Simone Kaw
John Barone Sr. Hon
Ralph Louttit Suz
AM 35+
Dan Boone Sr. Kaw
Jim Satryb Yam
Gary Mikalson Yam
Rick Napolitano Yam
Bob Swatik Kaw
EX 30+
Jim Meenan Yam
Bob Maihos Yam
David Clemence Hon
Bob Piche Yam
Don Taylor Hon
AM 30+
Jon Ardnt Hon
Jim Satryb Kaw
Joe French Hon
Mark Hangos Suz
Darcy Danby Hon
EX 35+
Wemyss Scott Yam
Joe Mikalson Hon
Jim Meenan Yam
John Camelio Hon
Art Trahan Hon
200+ EX
John Dowd Kaw
Tony Lorusso Yam
Bill Dzielak Hon
Pat Barton Suz
Armand Rodriquez Kaw

Supercross
Albany SX
Albany, OR
June 20
By Deanna Holbrook

OT INT
Monte Foster Kaw
Bill Naylor Hon
Bob Comstock Kaw
OT JR
Patrick Merina Kaw
Loren Boster Hon
Jeff Yaw Hon
WMN
Jeanne Van Buskirk Kaw
UTH JR
Gary Beyer Kaw
Frank McKuhn Kaw
Martin Nauman Hon
OTH VET
Jamie Claassen Kaw
OTH JR
Glynn Higgins Yam
BTH
Roby Leach Hon
Mike Stults Hon
Dave Kobernik Hon
60 SR
Isaac Dawson Kaw
Michael Merina Kaw
50+
Bill Naylor Hon
Jime Newman Suz
Ed Parsons Yam
80 BEG
Michael Merina Kaw
Levi Kasper Kaw
J.J. Spencer Kaw
80 JR
Mike Storm Hon
Derek Whitehead Suz
125 JR
Robb Fabrick Kaw
Jim Morris Kaw
250 BEG
Rich Murray Hon
Shane Scarborough KTM
David Davern Yam
OPEN BEG
Paul Nauman Hon
OPEN INT
Roby LEach Hon
OPEN JR
Jason Smith KTM
125 BEG
Paul Nauman Hon
Nick Abbott Yam
Tim Lucero Hon
250 JR
Mike Stults Hon
Dave Kobernik Hon

Drag Race
IDBA Northeast Nat'l
New York Int'l
Raceway Park
Leichestern, NY
June 20-21

TOP FUEL/FUNNY BK
Marshall Farr
Steve Drake
PRO COMP
Steve Dawson
Rich Neace
PRO STK
Ron Ayers
Paul Gast
TOP GAS 8.20 INDEX
Rick Bunting
Mark Grover
S/COMP 8.60 INDEX
Troy Jarrett
Ed Grothus
PRO GAS 9.20 INDEX
Troy Jarrett
Ed Grothus
PRO GAS 9.20 INDEX
Tom Klemme
Derek Galligan
S/GAS 9.90 INDEX
Dale Schneider
Steve Wheatley
S/ST 10.50 INDEX
Jerry Means
Robin Ray
S/ELIM
James Rester
Larry Eperjesi
ET BRACKET
Jeff Weixlman
Dave Beatty

Road Race
New Hampshire
Int'l Speedway
Bridgehampton, NH
June 13-14
By Anne Hutchinson

EX UNGP
Marc Smith Kaw
William Greenwood Yam
Steve Lombardo Yam
JR UNGP
Angelo Karagianis Suz
Rick Fairbairn Kaw
Kory Rooks Suz
EX HWST
Mark Reynolds Hon
Russell Katzenberger Kaw
Jerry Wood Duc
JR HWST
David Richardson Duc
Mark Sotiriou Hon
Thomas Fournier Duc
AM HWSS
Greg Nichols Kaw
Ted Pelkey Suz
Phil Jewell Suz
HWSS
Malcolm Bradsher Suz
Henry Svendblad Kaw
Bill Spinney Jr. Suz
EX HWSS
Marc Smith Kaw
Steve Moriarty Suz
Titian Bue Suz
JR HWSS
Rick Fairbairn Kaw
Angelo Karagianis Suz
Christopher Rozanski Hon
EX LWST
Steve Sottile Hon
Russell Katzenberger Kaw
Daniel Frisbie Duc
JR USTS
Robert Allison H-D
David Yesman H-D
JR LWST
David Richardson Duc
Zoran Vujasinovic Ho
David Cote Hon
JR SPLT
Samuel Staney Yam
Andrew Fairbank Kaw
Allan Hodges Yam
EX SPLT
Mark Smith Rtx
Paul Coviella Yam
Victor Landan Yam
EX USTS
Bobby Kuhl H-D
Troy Roberts H-D
AM MWPR
Charles Chouinard Hon
Charles Fowler Yam
Aaron Spettel Hon
AM HWST
Guzman Andrada Duc
James Lovejay MG
Richard Snyder Hon
EX UNPR
Steve Moriarty Suz
Richard Doucette Suz
Tom Colton Suz
UJR UNPR
Eric Marsden Kaw
Charles Rine Suz
Paul Wren Suz
JR LWPR
Thomas Godon Yam
William Scalzitti Yam
James McCarthy Kaw
EX LWPR
Russell Katzenberger Kaw
Brett Metzger Yam
Andrew Slater Yam
AM LWSS
Michael Vaughan Yam
Scott Armstrong Yam
T. McCormick Hon
AM SPMN
Kenneth Roberts
Thomas Kieper Yam
Rick Patrolia Kaw
EX MWSB
Stephen Nogueira Hon
Donald Berry Jr Yam
Brian Kent Hon
JR MWSB
Scott Greenwood Hon
Russell Picard Hon
Michael Worden Yam
AM MWSB
Joseph Esile Yam
Jean Gravel Hon
Nino Alegna Hon
EX UNSS
Marc Smith Kaw
Steve Moriarty Suz
Tom Colton Suz
EX MWGP
Stephen Nogueira Hon
SteveLombardo Yam
Robert Wright Hon
JR UNSS
Rick Fairbairn Kaw
Carlos Fabian Suz
Mark Barletta Kaw
JR MWGP
Jonathan Vaughan Yam
Geoffrey Gilmore Hon
John Rice Hon
AM LWGP
Clint Space Yam
Michael Brogan Kaw
Eric Gustafson Yam
AM MWPT
D. Philip Pokrinchak Kaw
Lance Ribeiro Kaw
Mark Holmes Kaw
AM HWPT
Richard Snyder Hon
T. McCormick Hon
Andrew Hull Duc
EX LWGP
Steve Lombardo Yam
William Greenwood Yam
Timothy O'Connor Yam
EX MWPR
John Steigerwald Hon
Donald Berry Jr. Yam
John Bellussi Hon
JR LWGP
David Cote Hon
Zoran Vujasinovic Hon
David Yesman Yam
JR MWPR
Jonathan Vaughan Yam
Dale Dandrea Hon
Michael Varden Yam
AM UNPR
Joseph Esile Yam
Malcolm Bradsher Suz
Ted Pelkey Suz
AM MWGP
Nino Alegna Hon
Jean Gravel Hon
Istvan Szent-Miklosy Yam
EX HWSB
Marc Smith Kaw
James Lussier Suz
Timothy Allen Suz
JR HWSB
Angelo Karagianis Suz
Rick Fairbairn Kaw
Carlos Fabian Suz
AM HWSB
Greg Nichols Kaw
Guzman Andrada Suz
Bill Spinney Jr. Suz
AM HWSB
Malcolm Bradsher Suz
Paul Giandinoto Suz
Michael Lees Kaw
EX LWSB
Russell Katzenberger Kaw
Andrew Slater Yam
Joseph Anidjar Yam
JR LWSB
David Cote Hon
Mark Iannuzzelli Hon
Brian Nowokunski Hon
EX HWPT
Joseph Santa Maria Duc
David Robertson Duc
Douglas Cook Duc
EX MWPT
Jerry Wood Kaw
William Martovich Jr. Kaw
Bob Perkins Kaw
JR MWPT
Jeff Wood Kaw
Robert Bauer Kaw
Hardy Kanfeld Kaw
JR HWPT
Thomas Founler Duc
AM LWST
Kenneth Roberts Cal
T. McCormick Hon
Mark Morin Kaw
AM SPLT
Stephen Keegan Duc
David Mattson Yam
Brian Myers Kaw
EX MWSS
Stephen Nogueira Hon
Donald Berry Jr. Yam
Robert Wright Hon
JR MWSS
Russell Picard Hon
Jonathan Vaughan Yam
Dale Dandrea Hon
AM MWSS
Joseph Esile Yam
Nino Alegna Hon
Gerard Angelo Hon
EX LWSS
Brett Metzger Yam
Andrew Slater Yam
Arthur Cillo Yam
EX SPMN
Russell Katzberger Kaw
Lawrence Hanlon Hon
Russell Burlington Kaw
JR LWSS
David Cote Hon
Wayne Buess Hon
Richard Discotto Yam
JR SPMN
Brian Nowokunski Hon
Robert Bauer Kaw
Philip Keedy Kaw
AM LWSB
Paul Scarpa Yam
T. McCormick Hon
Brett Guyer Yam
AM LWPR
Michael Vaughan Yam
George Tecza Yam
Michael Brogan Kaw

Supercross
Albany SX
Albany, OR
June 21
By Deanna Holbrook

60 JR
Kenny Kasper Hon
Ryan Coleman Kaw
60 SR
Michael Merina Kaw
Brett Slayden Kaw
P/W
Ryan Barnes Yam
Jon Hakins Suz
Jake Richmond Yam
80 BEG
Michael Merina Kaw
Eddie Slayden Kaw
Travis Murphy Kaw
80 JR
Derek Whitehead Suz
125 BEG
Justin Brown Yam
Troy Reed Kaw
Nick Abbott Yam
125 JR
Robb Fabrick Kaw
Jim Morris Kaw
Doug McKuhn Kaw
125 INT
Roby Leach KTM
OPEN INT
Jeremy Harwood Kaw
OPEN JR
Jason Smith KTM
Jim Kasper Kaw
Ted Skipper Kaw
250 BEG
Shane Scarborough KTM
Chris Crawford Hon
Virgil Bradburry Yam
250 JR
Monty Harris Suz
Mike Bren KTM
Mike Stults Hon
UTH JR
Gary Beyer KTM
Rodney Keller KTM
Frank McKuhn Kaw
OTH INT
Randy Wings Kaw
Rick Roberts Yam
Dave Huerta Hon
OTH JR
Steve Lorain Hon
David Cheney Cag
Glynn Higgins Yam
OTH MONEY
Joe Casey Yam
Doug McKuhn Kaw
Mike Stults Hon
Mark Pluard Suz
OT INT
Bill Naylor Hon
Gary Forster KTM
Skip Waddell Suz
OT JR
Loren Bolster Hon
Ed Parsons Yam
Patrick Merina Kaw
OT MONEY
Bob Leach Mai
OT EX
Jim Harris Yam

Motocross
NESC
Southwick, MA
June 21

85 BEG
Jarad Goltiko Kaw
Ryan Hedges Suz
Ed Brightman Suz
Tim Christansen Suz
Jeremy Hill Suz
85 JR
Paul Mainville Suz
Chris Findlay Suz
Tim Mynes Kaw
Jarad Golitko Kaw
Ryan Hedges Suz
85 ADV
Mike Umhoefer Hon
David Umhoefer Hon
Adrian Colon Kaw
Henry Komosa Suz
Shane O'Connor Suz
125 BEG
Kevin Kulpa Suz
Luke Dawson Suz
Marc Decomier Kaw
Jason Kulas Suz
Dan Krawiec Yam
125 JR
Paul Dlugos Kaw
Matt Tremblay Kaw
Dennis Collier Hon
Kevin Kulpa Suz
Luke Dawson Suz
125 ADV
Glen Labbe Kaw
Mark Shea Hon
Ryan Kaichen Kaw
Clint Rooney Hon
Richard Rogers Suz
125 NOV
Paul Rainville Yam
Dan Lachance Kaw
Joe Eafrati Kaw
Mike Fay KTM
Bruce Delano Kaw
200+ NOV
Scott Burton Kaw
Dan Giustina Kaw
Peter Burgess Kaw
Jeff Murray Suz
Phil Petras Hon
OPEN NOV
James MacMahon Suz
Scott Burton Kaw
Don Withee Suz
Peter Rosa Suz
Craig Collins Hon
125 AM
Chris Bower Suz
Mike Bouchard Suz
Richard Frank Hon
Chris Young Suz
Joe Russo Kaw
200+ AM
Richard Desrosiers Suz
Mike Waino Yam
Chris Wagner Hon
Marc Paulhus Suz
Steve Violette Hon
OPEN AM
J.B. Hopkins Suz
Scott Stolinas Hon
Gary Fuoco Hon
David Puffer Hon
Steve Satterly Hon
125 EX
Tony Lorusso Yam
Pat Barton Suz
Bill Dzielak Hon
John Dowd Kaw
Scott Sheak Kaw
NOV 30+
Arch Henderson Kaw
Frank Lennox Hon
Ken Kranberg Yam
Bill Ruccio Hon
Don Parson Hon
40+
Bob Swatik Kaw
Dan Boone Sr. Kaw
Jim Simone Kaw
Ralph Louttit Suz
Merle Monroe Kaw
AM 30+
Richard Desrosiers Suz
Jon Ardnt Hon
Jim Satryb Yam
Gary Mikalson Yam
Tim Jarvi Yam
EX 30+
Joe Mikalson Hon
Wemyss Scott Yam
Jim Meenan Yam
Jo-Jo Keller Yam
John Camelio Hon
AM 35+
Gary Mikalson Yam
Jim Satryb Yam
Dan Boone Sr. Kaw
Jim Simone Kaw
Bob Swatik Kaw
EX 35+
Jim Meenan Yam
Don Grahn Hon
Bob Maihos Yam
David Clemence Hon
Don Taylor Hon
200+ EX
John Dowd Kaw
Pat Barton Suz
Bill Dzielak Hon
Mike Treadwell Yam
Armand Rodrique Kaw

Hare Scrambles
Eagle Creek MC Pk
Owenton, KY
June 21
By Evelyn Darlington

O/A
A.J. Spicer ATK
125
Gary Smith KTM
David Lacy KTM
200
Chris Burke Kaw
Guy Stump Kdx
Danny King Kaw
Bill West ATK
Orvie Stump ATK
250
Mark Blankenship Kaw
Terry Candrell Suz
BillMichels
Randall Stump Suz
Louie Fugate Kaw
OPEN
Paul Michels ATK
David Kidwell Hon
Keith Morgan KTM
Randy Lester KTM
Kent Anness Hon
VET
Tom Farwell ATK
Steve McKaig Kaw
4-STRK
Stephen Cramer ATK
Lance Wade C-A
Glenn Nichols Hon
Bruce Friend

Motocross
Mosier Valley MX Pk
Euless, TX
June 19

250 NOV
T.J. Patel Hon
James Skinner Suz
Randall Kienast Kaw
Randall Rejcek Suz
John Carter Kaw
250 OPEN
Charlie Barnett Suz
OVER 30
Jerry Hill Jr. Suz
60
Dusty Fountain Kaw
Logan Williams Yam
Melissa Franks Kaw
Brent Davis Kaw
125 BEG
Jason Hibbs Hon
Matt Grant Hon
Brent Fannin Kaw
Bobby Turner Hon
Chris Corbitt Kaw
50
Cody Dickey Yam
Todd Colbert Yam
Logan Williams Yam
Melissa Franks Yam
Andrea Franks Yam
80 JR
Dusty Fountain Kaw
Barry Otts Yam
Ryan Wallace Kaw
Camilo Marquez Kaw
Blake Fannin Kaw
80 SR
William Hitchcock Suz
Jason Eckhoff Kaw
125 NOV
Craig Trotter Yam
Russ Schooley Kaw
Keith Beaty Kaw
Tommy Dickey Yam
John Carter Sz
125 OPEN
Charlie Barnett Suz
Chris Arnold Suz
250 BEG
Chris Pyle Hon
Marvin Skinner Suz
Hunter Pinnell Yam
Gary Reece Kaw
Pam Schiller Yam
80 BEG
Jesus Marquez Kaw
Jef Odom Suz
Colby Dodson Kaw
Greg Day Hon
Sye Jones Hon
80 OPEN
Robert Gordon Kaw
Jason Eckhoff Kaw
William Hitchcock Suz
OVER 25
Jerry Hill Sr. Suz
David Waldner Hon
Mark Trotter Kaw
Chris Anderson Yam
Russ Schooley Kaw
COMB EX
Clay Hoenshell Suz
Dennis Hawthorne Kaw
Jeff Talley Kaw
COMB INT
Charlie Barnett Suz
Jimmy Wilson Hon
Chris Arnold Suz

Motocross
MRA Suzuki
Tri-State Series
Milan Cycle City
Milan, MI
June 19
By Marilyn Post

85 BEG
Brandon Boone Kaw
Aaron Andrews Suz
Chad Cooper Suz
Nathan McClain Hon
85 NOV
Rancil Hughes Suz
Richard Watson Suz
Harold Goodman Suz
Traverse Fuller Suz
Chris Ockert Kaw
85 EX
Chris Beckington Suz
Jason Beckington Suz
Mike Mercer Suz
125 JR
Ahmad Owens Hon
Chris Beckington Kaw
Scott Alexander Suz
Jason Beckington Suz
Jim Post Kaw
125 BEG
Mike Spiewak Hon
Scott Alexander Suz
Grg Horner Hon
Mark Glenn Suz
Dan Valle Suz
125 NOV
Quin Hickey Suz
Matt Myshock Hon
Brian Thumm Hon
Jim Ploechl Suz
John Lukasik Yam
125 INT
Travis Persen Suz
Daryl Bays Suz
Andrew Bourn Suz
Mark Varnes Hon
Jason Sweeney Kaw
125 EX
Johnny Putnam Jr. Hon
David Horvath Hon
250/OPEN BEG
Jack Pattee Suz
Ray Wack Kaw
Ken Ruelle Suz
Dve Parlette Yam
Stephen Erickson Suz
250/OPEN NOV
Sid Knochel Hon
Stephen Kostuk Suz
Andy McCain Hon
Don Adlington Kaw
Mike Bugg Suz
250/OPEN INT
David Bowman Suz
Mike Brekke Kaw
Jeff Beerbower Hon
Dave Callister Suz
Jeff Ward Yam
250/OPEN EX
Matthew Crown Suz
Craig Valle Suz
John Imo Hon
Johnny Putnam Jr. Hon
John Grewe Suz
16-24 OPEN
John Imo Hon
Michael Trumbower Hon
VET 25+
Ernie Horvath Jr. Hon
Alan Swanson Kaw
VET 30+
Barry Mayo Kaw
Jeffery Bost Kaw
Jeff Beerbower Hon
Bob Bolenbaugh Hon
Mark Cook Hon
VET 35+
David Bowman Suz
Jeffery Bost Kaw
Bob Bolenbaugh Hon
Barry Mayo Kaw
Richard Darm Kaw
SR 40+
Dan Post Kaw
Robert Northern Kaw
James Goin Kaw

Motocross
Barona Oaks Rcwy
Ramona, CA
June 7
By Dana Van Noordt

P/W STK
Steve Gonzalez Yam
Jason Ciarletta Yam
Dustin Good Yam
Jesus Casillas Jr. Yam
Anthony Bruscella Yam
P/W MOD
Jason Ciarletta Itj
Anthony Bruscella Yam
Jay Santiago Yam
John Richardson Yam
JR CYC STK 0-8
Corey Macomber Kaw
Emitt Kling Kaw
Travis Bemis Kaw
Mark Anderson Kaw
Dustin Good Kaw
JR CYC STK 9-11
Sean Hamblin Kaw
Geoff Rader Kaw
Chris McNatt Kaw
Dusten Watson Kaw
JR CYC MOD
Emitt Kling Kaw
Dusten Watson Kaw
Corey Macomber Kaw
Brandon Whitt Kaw
80 9-11 STK
Sean Hamblin Kaw
Bret Thornton Suz
Derek Chase Suz
Bryan McGavran Suz
Frank Dato Yam
80 NOV MOD
Scott Conley Suz
Cory Bender Suz
Tim Beatty Suz
80 NOV STK
Tim Beatty Suz
Scott Conley Suz
Manny Arias Kaw
Colby Raymond Suz
Josh Fink Kaw
80 BEG
Danny Montoya Kaw
Josh Preman Suz
Gregg Kirby Kaw
Joe Minor Suz
Matt Williams
S/MINI
Jeremy Michaud Kaw
Scott Conley Suz
Cory Bender Suz
125 BEG
Trevor Smith Kaw
Andy Yates Suz
Josh Warner Kaw
Eric Anderson Suz
John Duffy Yam
125 NOV STK
Clint Warner Hon
Jon Raymond Suz
John Emerson Suz
Tyler Solleder Kaw
Brian McDuffee Hon
125 NOV MOD
Clint Warner Hon
John Emerson Suz
Sonny Sinay Kaw
Jeremy Michaud Kaw
Aaron Preman
125 INT MOD
Oscar Ancheta Kaw
Angelo Ingrande Kaw
250 NOV
Chris Dickens Yam
Clint Warner Yam
Darren Scott Yam
Daniel Nichols Suz
Chris Tibbetts Yam
125 INT
Kory Byers Kaw
VET
Don Connelly Suz
Greg Meyers Hon
Dale Anderson Hon
Greg Rader Hon
Jesus Casillas Yam

Motocross
Sacramento Rcwy
Sacramento, CA
June 24

P/W STK
Matthew Bainard Yam
Andrew Schonlenk Yam
Anthony Valdez Yam
MOD
Jimmy Hazel Yam
60 0-8
Jacob Oberle Kaw
Jimmy Hazel Kaw
60 9-11
Randy Norman Kaw
Bryan Schulz Kaw
Nate Williams Kaw
80 BEG
Justin Horning Suz
Matt Knight Hon

Jason Hasick	Suz
Neil Wright	Kaw
125 BEG D-1	
Matthew Burdick	Kaw
Tim Compton	Kaw
Dennis Stevens	Kaw
Tim Johnson	Suz
Marvin Dunham Jr.	Kaw
125 BEG D-2	
Carey Nevares	Hon
Tim Compton	Kaw
Matthew Burdick	Hon
Gary Smedstad	Yam
Kevin Belcher	Hon
250 BEG	
Kevin Roach	Hon
David Adair	Hon
Dan Haley	Yam
John Zinda	Kaw
Chris Hendricks	Hon
250 JR	
Dennis Redding	Hon
Scott Medley	Hon
Gary Patterson	Hon
Ronnie Mitchell	Kaw
Erik Bredt	Hon
VET JR	
Mike Oberle	Suz
Tozz Reynolds	Hon
Mark Henry	Suz
Isaac Cordova	Yam
Richard Cervantes	Hon
500 BEG	
Larry Staggs	Kaw
Robert Woehrle	Kaw
INT	
Scott Cowley	Kaw
Shawn Parks	Kaw
PRO	
Eddie Zinda	Kaw

Motocross
Milan Cycle City
Midwest Racing Association
Milan, MI
June 20
By Marilyn Post

85 BEG	
Ryan Hicky	Kaw
Chad Cooper	Suz
David Woody	Suz
85 NOV	
Rancil Hughes	Suz
Matt Searles	Hon
Richard Watson	Suz
Chris Ockert	Kaw
125 BEG	
Greg Horner	Hon
Gordon Smith	Kaw
Mark Burch	Hon
Casey Bly	Suz
Kevin Shipperbottom	Hon
125 NOV	
Matt Myshock	Hon
Joe Henke	Suz
Craig Jackson	Hon
Jeremiah Slayton	Kaw
Kevin Radzinski	Hon
125 INT	
Jason Ernsberger	Hon
125 EX	
Johnny Putnam Jr.	Hon
250/OPEN BEG	
Michael Trumbower	Hon
Dave Parlette	Yam
Ray Waack	Kaw
Jacques Levesque	Kaw
Don Promo	Hon
250/OPEN NOV	
Louis Bondy	Hon
Tim Woody	Hon
Dave Miller	Hon
Mike Bugg	Suz
Fred Ernsberger	Kaw
VET 35+	
Bob Bolenbaugh	Hon
Barry Mayo	Kaw
Joe Coogan	Hon

Road Race
AMRA Motorcycle Extravaganza
Central Michigan Dragway
Stanton, MI
June 20-21
By Patricia Conradt

TF/TB	
Jack Romine	
TF/SE	
Rick Erdman	
Mike Romine	
P/F	
John Markwald	
T/G	
Kenny Lis	
Gary Sinks	
P/S	
Dave Feazell	
Brian Nielsen	
S/A	
Neil Stehr	
Michael Friberg	
S/B	
L. Butch Cullison	
Arthur Nellan	
M/FL	
Orville Kline	
Vicki Johnston	
SM/FL	
Jeff Flora	
Dennis McMulin	
M/XL	
Rick Bledsoe	
Jake Grim	
SM/XL	
Chris Welbourn	
Michael Shute	
H/S	
Paul Wiers	
Danny Arnold	
D	
Jim Dahling	
Carleton Rutt	
T	
Garde Misegades	
SS/FL	
Andy Romness	
Randy Lienemann	
SS/XL	
Linda Jackson	
D.J. Balhorn	

Motocross
Mosier Valley MX Pk
Euless, TX
June 26

250 NOV	
Brian Townsend	Kaw
T.J. Patel	Hon
Cory Knebel	Hon
Clint Tredway	Suz
Randall Rejcek	Suz
60	
Dusty Fountain	Kaw
Logan Williams	Kaw
Melissa Franks	Kaw
OVER 30	
C.J. Mullis	Hon
Jerry Hill	Suz
Don Hart	Kaw
H.C. Tredway	Suz
Mark Hargis	Kaw
250 OPEN	
Charlie Barnett	Suz
Waylan Langford	Yam
50	
Logan Williams	Yam
Melissa Franks	Yam
Cody Dickey	Yam
Brian Barnhill	Itj
Andrea Franks	Yam
80 OPEN	
Jason Eckhoff	Kaw
Robert Gordon	Kaw
Donald Carter	Yam
80 BEG	
Jesus Marquez	Kaw
Greg Day	Hon
Barry Otts	Yam
Chad Vivins	Kaw
OVER 25	
John Lincoln	Kaw
Russ Schooley	Kaw
Jerry Hill	Suz
David Waldner	Hon
Steve Dennis	Suz
125 BEG	
David Lott	Kaw
Joe McIntire	Hon
Chris Corbitt	Kaw
Bobby Turner	Hon
Vic Fugate	Kaw
125 NOV	
Brian Townsend	Kaw
Keith Beaty	Kaw
Todd Kirby	
Kris Neubauer	Suz
Craig Trotter	Yam
250 BEG	
Chris Pyle	Hon
Gary Reece	Kaw
Hunter Pinnell	Yam
Jerry Raymond	Suz
John Dragna	Hon
125 OPEN	
Charlie Barnett	Suz
Todd Kirby	
David Lott	Kaw
Tommy Dickey	Yam
Chris Arnold	Suz
80 JR	
Dusty Fountain	Kaw
Barry Otts	Yam
Danald Carter	Suz
Camilo Marquez	Kaw
Chuck King	Kaw
80 SR	
Jason Eckhoff	Kaw
COMB INT	
Charlie Barnett	Suz
Troy Brandt	Yam
Chris ARnold	Suz
COMB EX	
Clay Hoenshell	Suz
Dennis Hawthorne	Kaw
Kent Eliff	Suz
Shawn Mardis	Hon
Rodney Wiginton	Hon

Continued on page 72

Send results of races ASAP after the event to: Results, *Cycle News*, P.O. Box 498, Long Beach, CA 90801-0498. Results should be typewritten or printed legibly, and include the type of event, name of race track, city and state where located, date of event, name of person submitting the material, the top five finishers in each class, and the brand of bike each finisher rode.

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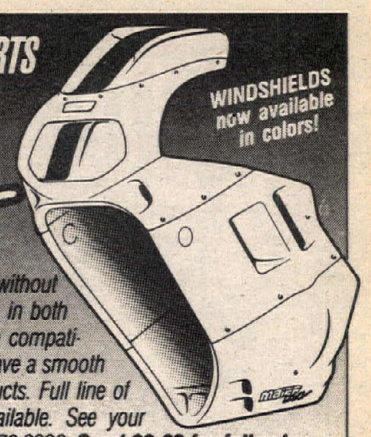
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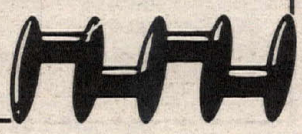

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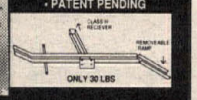

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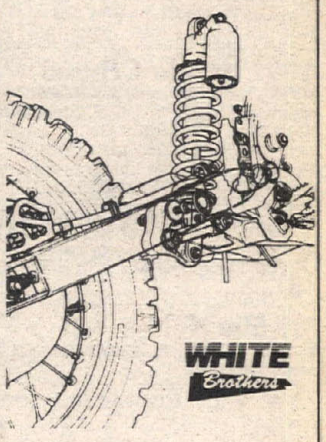

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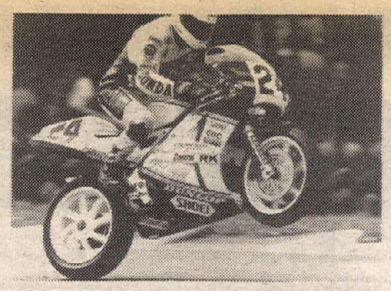

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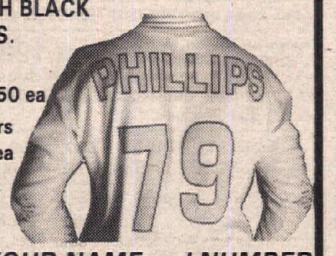

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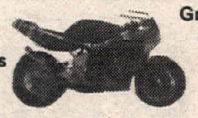

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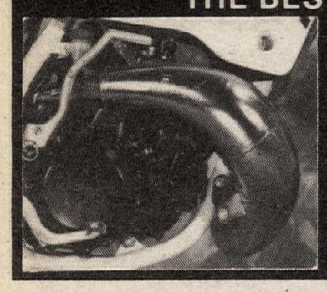

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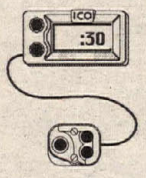

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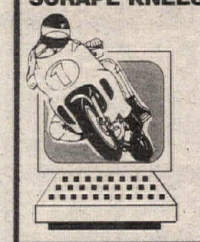

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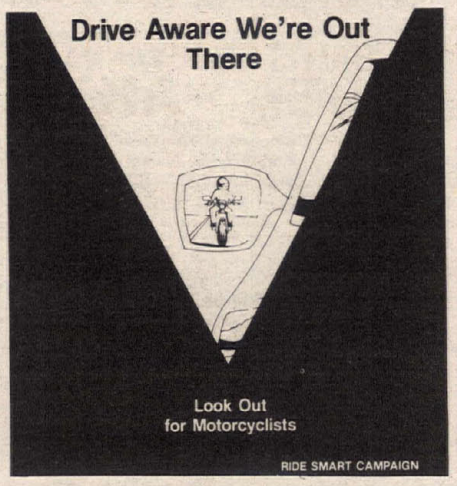

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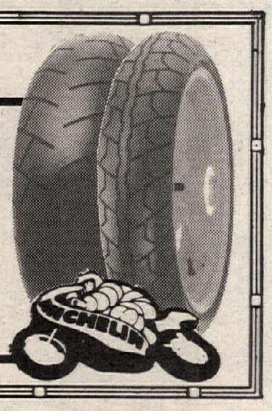

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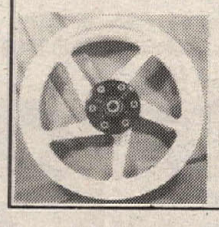

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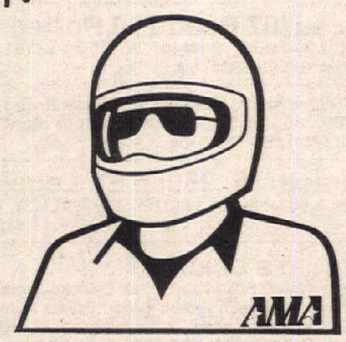

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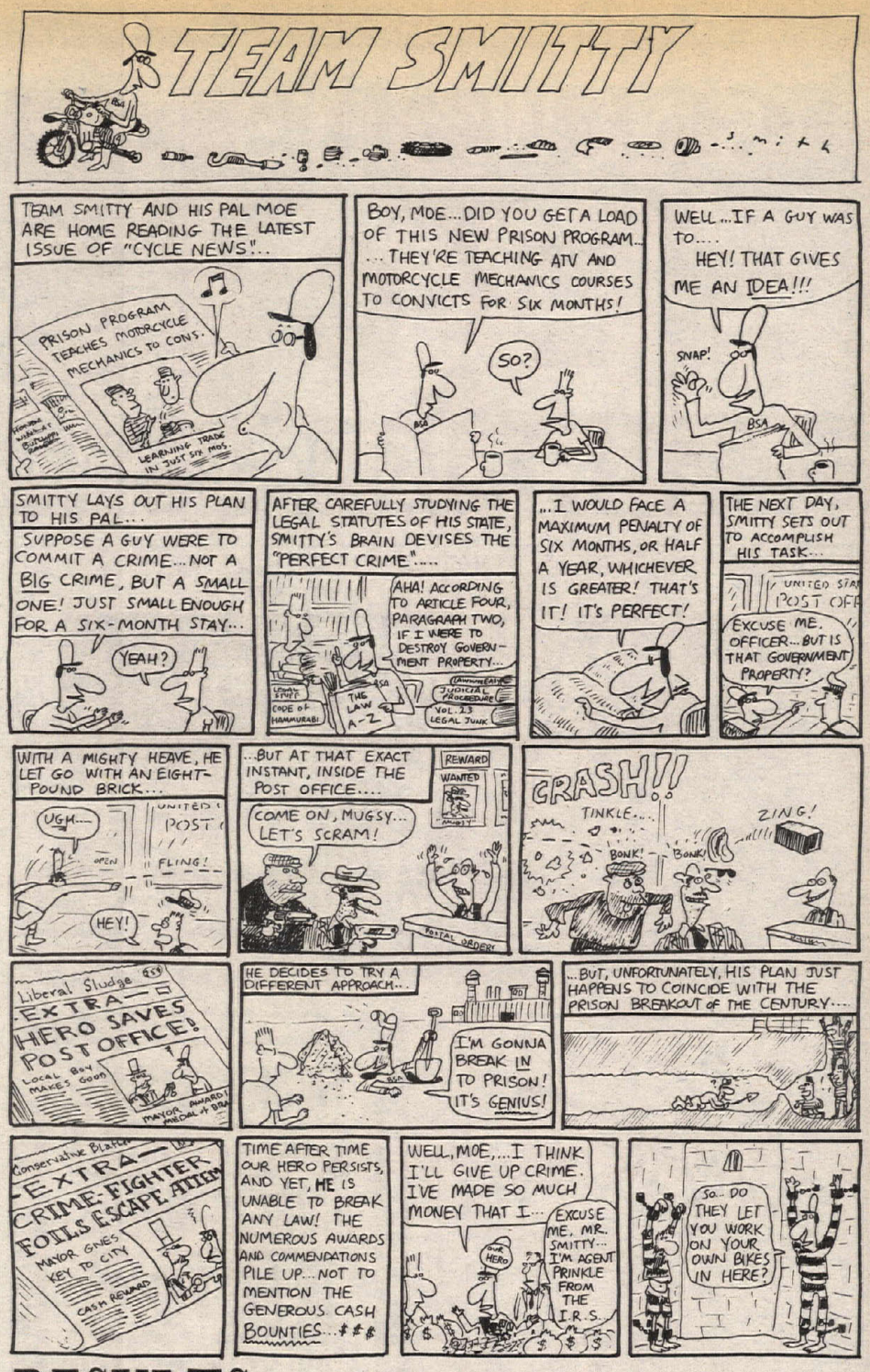

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Motocross
Over The Hill Gang
Glen Helen GP
Devore, CA
June 28
By Greg Robertson

BEG	
Ron Garcia	Hon
Steve Basmajian	Yam
Michael Paisley	Hon
Scott McDonall	Kaw
Steve Latham	Yam
INT	
Andrew Smith	Kaw
Carl Powell	Yam
Doug Gillette	Kaw
Paul Ikeda	Hon
Gregg Humber	Hon
NOV	
Tim Rash	Kaw
Randy Bruce	Yam
Joe Churilla	Hon
David Stelter	Yam
Warren Brown	KTM
EX	
Carl Gazafy	Hon
Rick Johnson	Hon
Randy Anderson	Yam
Lynn Barnes	Yam
John Churilla	Yam
PRO	
Pat Hubbs	Yam

Hare Scrambles
Salem M.C.
Salem, OH
June 28
By M.L. Miller

O/A	
Joel Andrews	Hon
JR MINI	
Raleigh Thompson	Kaw
Kyule Banner	Yam
SR MINI	
Jim Jarret	Suz
Rod Landsberger	Kaw
Dave Dennis	Kaw
Tom Povenski	Suz
Wayne Shay	Kaw
90-200	
Jack Steele	Suz
Dan Fruska	Suz
Terry Ilg	KTM
Shane Rapose	Hon
Dave Kashien	KX
250	
Jeff Bonasera	KTM
Ray Vargasota	Hon
Mark McGriffin	Hon
Alan Hughes	
Phil Smith	Kaw
OPEN	
Flipp Lendre	KTM
Mary Jope	KTM
Todd Jones	Hon
Curtis Crump	Kaw
Mike Veon	
SR 1	
Don Bigley	Yam
Brian Spotts	Hon
Jeff Rudrick	Hus
Randy Hale	Suz
Craig Herman	Kaw
SR 2	
Phil Andrews	Hon
John Gallagher	KTM
William Tutwiler	Kaw
Marty Heben	Hon
Dennis Laicity	KTM
WDSMN	
Jay Carmine	Suz
Ty Griffiths	KTM
Jim Sanderrs	RX
Craig Claven	Suz
Rich Thompson	Yam

Motocross
Ohio Int'l Rcwy
Ravenna, OH
June 28
By Peggy Adamic

50	
Jacob Hagy	Yam
Kyle Polter	Yam
Tim Klase	Yam
Justin Furry	Hon
Brandon Hahn	Suz
SCHBY	
Andy Moran	Hon
Mike Wagner	Yam
Brian Madden	Suz
Mark Simon	Kaw
Harold Dahringer	Suz
250 A	
Barney Barnett	Suz
Mike Katin	Suz
John Mavar	Hon
Shaun Gates	Hon
John Diezic	Hon
VET A	
John Mavar	Hon
SR 1	
Blaine Duecaster	Kaw
Todd Ervin	Hon
Bob Harrington	Yam
Mark Baughman	Hon
Kevin Kallay	Yam
125 C G-2	
Bryan Bellinger	Suz
Jeremy Bonnett	Kaw
Anthony Schliment	Suz
Joe Kimes	Kaw
Charlie Hiner	Yam
JR MINI	
Joey Sedmak	Hon
Bo Bowman	Hon
David Hill	Hon
Terry Szarka	Kaw
Shaun Tompkins	Yam
125 B	
Mike Rankin	Suz
Chuck Francisco	Suz
Larry Bellman	Hon
Ron Spiegel	Yam
Mike Baumen	Hon
250 B	
Walt Wlodarsky	Hon
Larry Bellman	Hon
Allen Milarcik	Kaw
Dan Nowakowski	MA
Greg Urban	Kaw
PLUS 25	
Todd Ervin	Hon
Jeff McCune	Suz
Bob Harrigton	Yam
Ron Spiegel	Yam
Johnny Young	KTM
125 A	
Mike Katin	Suz
Jeff McCune	Suz
Trevor Vines	Yam
Dave Cattarin	Kaw
John Gallagher	Suz
250 C G-2	
Jason Stewart	Kaw
Shane Geringer	Suz
Ben Jaberg	Kaw
Tim Bernhard	Hon
Todd Sylvester	Yam
SR MINI	
John Davis	Kaw
Brent Hahn	Kaw
Brian Madden	Suz
Joey Sedmak	Hon
Levi Henninger	Suz
125 C G-1	
Donny Lewis	Hon
Rob Mihoci	Suz
John Gosnell	Hon
Jimmy Mitchell	Suz
Tim Hoover	Hon
250 C G-1	
Lee Daugherty	Hon
Scott Cannell	Suz
Mike Emerlin	Yam
Pat Riley	Suz
Steve Soltis	Hon
OPEN B	
Bill Rose	Hon
Kevin Deyling	Hon
Ken Novak	Hon
John Hatfield	Hon
Johnny Young	KTM
SR 2	
Blaine Duecaster	Kaw
Hal Dahringer	Yam
Dan Morgan	KTM
Tom Lewis	Hon
Jim Morohovic	KTM

Road Race
Midwest YSR
Iowa Int'l Rcwy
Marshalltown, IA
June 28
By Allen Brugioni

Allen Brugioni	Yam
Mark Trout	Yam
Rick Weitzell	Yam
Mick Hutcheson	Yam
Laland Rainey	Yam

The Copper Canyon experience

By Kit Palmer
Photos by Kinney Jones

Ever wonder what it would be like to ride your dual sport bike to the bottom of the Grand Canyon?

Careful! The mere thought might get you 10 to 20.

Hey, forget the Grand Canyon. There's a place about 300 miles south of El Paso that blows the Grand Canyon away. And best of all, motorcycles are welcomed!

The place is called Copper Canyon, or Barranca del Cobre, and it's hidden deep within the Sierra Madre Mountains in the state of Chihuahua in Mexico. Its deepest point, measured from top to bottom, is 5904 feet, 1230 feet deeper than the Grand Canyon and, overall, it is nearly four times wider. Its highest peak is more than 9000 feet high. It's also the home of the Sierra Tarahumara Indians, who made this beautiful and rugged country their home centuries ago.

Up until just a few years ago, the only way to get to the bottom of Copper Canyon was by foot, mule or motorcycle. Now it is possible to get there by car or truck via recently cut two-track dirt roads, but traveling on a motorcycle is still the absolute best way.

We found this out firsthand, thanks to Les French of Great Motorcycle Adventures (GMA). French hosts organized off-road/dual sport trail rides into Copper Canyon, as well as rides to Monterrey and the Yucatan Peninsula. His most popular event, though, is the Copper Canyon ride, which he puts on about four times a year.

French considers Mexico his second home. A native of Texas, he first visited Mexico when he was 13 years old after running away from home with high hopes of becoming a professional bull fighter. But that dream quickly faded back to reality, as he returned home a few months later, though he was hooked on Mexico and has returned there at least once a month ever since, he says.

The week before Easter, longtime friend/photographer Kinney Jones and I joined French on a Copper Canyon trip. Kinney and I loaded up our dual sport bikes — a 1991 Suzuki DR350S and a 1989 Honda CRM250R — and drove from Los Angeles to El Paso, where we met French and his GMA crew and the five other riders making the trip, including plastic fender legend Preston Petty; "Piro" Leroy Winters, who once won the Jack Pine Enduro on a Harley-Davidson; Works Performance's Gil Vaillancourt, and "professional" ISDE enthusiast Ted Schwartz. Also making the trip were Jerry and Betty O'Harrah, who were going to attempt the eventual 400-plus mile ride two-up on a Honda XR600!

Our adventure began first-thing Sunday morning when we arrived at the border crossing. French warned us it would be a hassle and it was. One pickup truck, one van, one trailer, nine motorcycles and 13 gringos were almost too much for the Mexican authorities in Juarez to handle. After nearly two hours of paper shuffling and reshuffling, and just plain standing around waiting for something to happen, we were rolling down the four-lane highway.

Six hours and one blown out tire later, we arrived in Cuahtemoc, a fairly large town named after the last Aztec Emperor. Cuahtemoc is the capitol of the Mennonite farmers and religious communities. Mennoites originally migrated from Germany during the 15th century and eventually landed in Mexico in the

This was the last stop before descending to the bottom of Copper Canyon, a highlight of the 400-mile ride.

early 1920s. It was odd seeing these blonde-haired blue-eyed Mennoite farmers, all wearing demim overalls, living among the local Mexicans. They looked straight out of Little House on the Prairie.

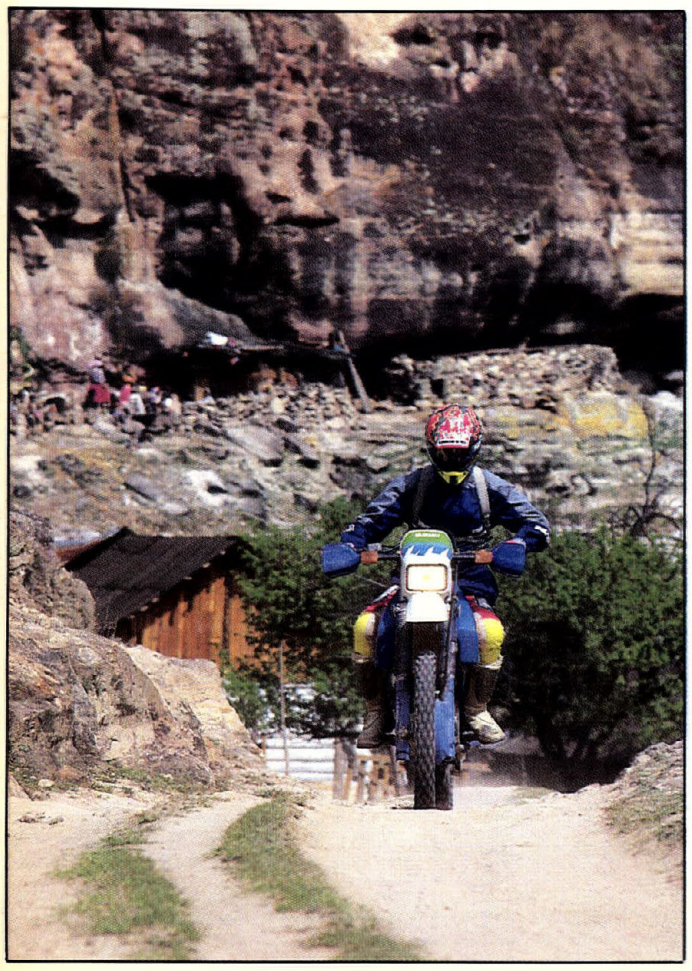
It was here where we called it a day. Normally we would've continued another two hours to Creel, which is approximately 80 miles north of Copper Canyon, but French and our trail guide, Craig, noticed on a map a dirt road from Cuahtemoc to Creel that they wanted to explore. The next day, all the riders, except for Petty, who was green with food poisoning he got in El Paso, rode the back way into Creel, while the trucks, driven by French and his daughter, took the pavement route.

The all-day ride was beautiful. At first it was wide open two-track dirt roads through flat farm lands that eventually led us into the wooded mountains. We stopped a couple of times at small Mexican villages for cold drinks and snacks, and it was obvious by the stares of the villagers that motorcycles and our colorful garb wasn't an everyday sight. Nevertheless, they all seemed to enjoy our brief visits and were extremely friendly.

About five that afternoon, Monday, we rode into Creel, a small logging town that was founded in 1907 as a railroad station. Creel, named after a railroad promoter and builder, now primarily caters to tourists visiting Copper Canyon by train. Les and the "chase" vehicles had long since arrived and all our accommodations were already taken care of. We just climbed off our bikes, grabbed our gear bags and were pointed to our rooms and hot (okay, lukewarm) showers.

Craig, once again, led the way out of town the next morning, Tuesday, as we headed to the rim of Copper Canyon. We could've gone the easy and direct route, the same way the cars/tourists go, but we took the more scenic and "off the beaten path" route. As we headed out of town on the main dirt road, we suddenly detoured off the side of a mountain and down a rocky and much more technical two-track dirt road. Every few miles or so we came across a small town, including one operating a saw mill. A large diesel engine, which supplied power to a couple of big circular saws, roared and billowed black smoke out of the exhaust pipe. It was the job of a small boy to douse the engine's big radiator with a bucket of water every few minutes.

Riding along the edge of Copper Canyon is a thrill and a half. Most of the people who make it this far usually get here by train and only stop for 15 minutes before it's, "All aboard." We got to enjoy the scenery for hours.



(Above) This is the dirt road that goes to the bottom of the canyon, seven miles of descending switchbacks. At the bottom is the river, you follow it for 20 miles, ending up at the town of Batopilas. (Left) We stopped at a few Indian villages along the way. In the background, you can see caves in the canyon walls where some of the Tarahumara Indians live.

We continued down the dirt road which eventually dropped us into a sandwash, where we followed a river for about 10 miles downstream. We must have criss-crossed the shallow river 20 times or more before stopping where the water suddenly became angry as it dropped down into a narrow and rocky gorge. To our right we could see big holes high up in the canyon walls where a Tarahumara Indian family lived. It was amazing to me that only 300 miles from the U.S. border, people still live in caves.

We rode on and eventually came across the original dirt road that we had earlier turned off of when leaving Creel. Fifteen miles further down the road, we rode up to the rim of Copper Canyon and the view was simply spectacular!

The overall scene was similar to that of the Grand Canyon, but the big difference was that Copper Canyon was arguably prettier, and we got here on motorcycles!

As soon as we rode up, we were bombarded by local Indian women and children trying to sell us hand-woven belts, bowls, and dolls. But while enjoying the view, we heard the train pull in down the road, and when we turned around, the Indian women were gone. They had left us in order to solicit the tourists getting off the train. The people on the train only had 15 minutes to soak up the view before the train continued on to Creel. For us, it was about two hours later before we rode back to town.

The next day, Wednesday, we checked out of Creel and began our 80-mile journey down to the bottom of Copper Canyon. While we rode, French chased in the van with all our street clothing and food.

It was a ride I will never forget.

At one point, we reached a section of dirt road that overlooked the huge canyon about 30 miles east of where we were yesterday. Here the trail zig-zagged straight down for seven miles. Seeing the traversing trail directly below us was a sight out of an off-roader's dream. Once at the bottom, it seemed so strange to rack up seven miles on the odo but to travel no more than about a half-mile horizontally!

It was a whole new world down there. It was much warmer, and there were huge cliff walls on both sides of us. Upon reaching bottom, there was a tiny Indian store off to the side of the trail and a few houses (more like huts) scattered about, which more or less made up the town of LaBufa, where an extremely rich gold mine was once found.

From here we followed the dirt road that parralled a river for another 20 miles.

It wasn't long before we had spread out because the trail was dusty. I was by myself and so overwhelmed by the view, I stopped and turned off the motor. I sat there for about a minute absorbing the sight when around the corner walked a Tarahumara Indian. Now this ought to be interesting, I thought.

A few steps behind him emerged another Indian, this time a women, with a baby strapped to her back. I stared at them and noticed they were wearing modified car tire-treads for sandals, and they stared at me. As the man walked past me, I waved hello and he returned the wave. Whoa! I don't know why, but I really didn't expect him to wave back.

Now that doesn't happen everyday, I thought.

I hung out there until the last two riders, Kinney and Craig, rode up, and the three of us continued on our way. About five miles later, another surprise.

Standing by the side of the dirt road were two Mexican federal police holding guns, one of which was an AK47. We stopped. As it turned out, they were patroling the road looking for people transporting drugs, primarily marijuana, which is apparently widely grown in this highly remote area. The "federales" were quite friendly, as one of them let Kinney hold the loaded AK47.

We eventualy reached our destination of Batopilas, a small silver mining town surrounded by towering canyon walls. The heart of the town is built along the river and has one main dirt road running through the middle; riding into town for the first time was like riding back into time — into the "Old West."

Batopilas is overflowing with history. It was the second city in Mexico to get electricity back in the late 1800s; the first being Mexico City. The mining operation was run by an American, Alexander Shepherd, who was eventually run out of town by revolutionary leader Pancho Villa. The legendary bandit stole much of the town's silver in order to help fund the Mexican Revolution. Before then, when the mining operation was at its peak, Shepherd reinvested his silver earnings into machinery and community improvements, including electrification. When the mining operation stopped and Shepherd vanished, so did the resources to produce electricity. It wasn't until a little over a year ago when electricity was restored to Batopitas, via a "large" river-powered generator.

It was here where some people might say we "roughed it" for a day and two nights, but for us it was just part of the adventure. Nonetheless, "snivel" potential was high.

Our group was split into two hotels. The better of which featured rooms nothing more than four concrete walls, a ceiling, an adobe floor, a couple of beds and one light bulb hanging in the middle of the room.

In the other hotel, the rooms were separated by six-foot high partitions, and the doors were nothing more than hanging bed sheets. It had two stories, and the second story floor was constructed of wooden planks. In between each plank was about a half-inch gap, so you could see inside the room below you, and vice versa. No privacy here! You could easily hear someone snoring five rooms down the hallway!

Some of the shower and toilets were in separate buildings outside the hotels. There's nothing quite like walking down "Main" street in your shorts with a roll of toilet paper in one hand, shampoo in the other, and a towel draped over your shoulder. I particularily liked the one bathroom that had a light bulb hanging in the middle of the shower just above the stream of water. Operating the light switch was simple — twist the bulb clockwise for "on", and counter-clockwise for "off!"

Ahh, Mexico!

Despite the "unique" accommodations, no one really complained, instead we just laughed it off. "Uno mas cerveza, por favor!"

However, things are changing fast in Batopilas. A new hotel is nearly complete, which will feature colorful tile floors, *personal* bathrooms, including bathtubs and large beds. But it will cost. Rooms will start at around $100 a night, whereas the most expensive rooms we stayed in cost no more than $15 a night.

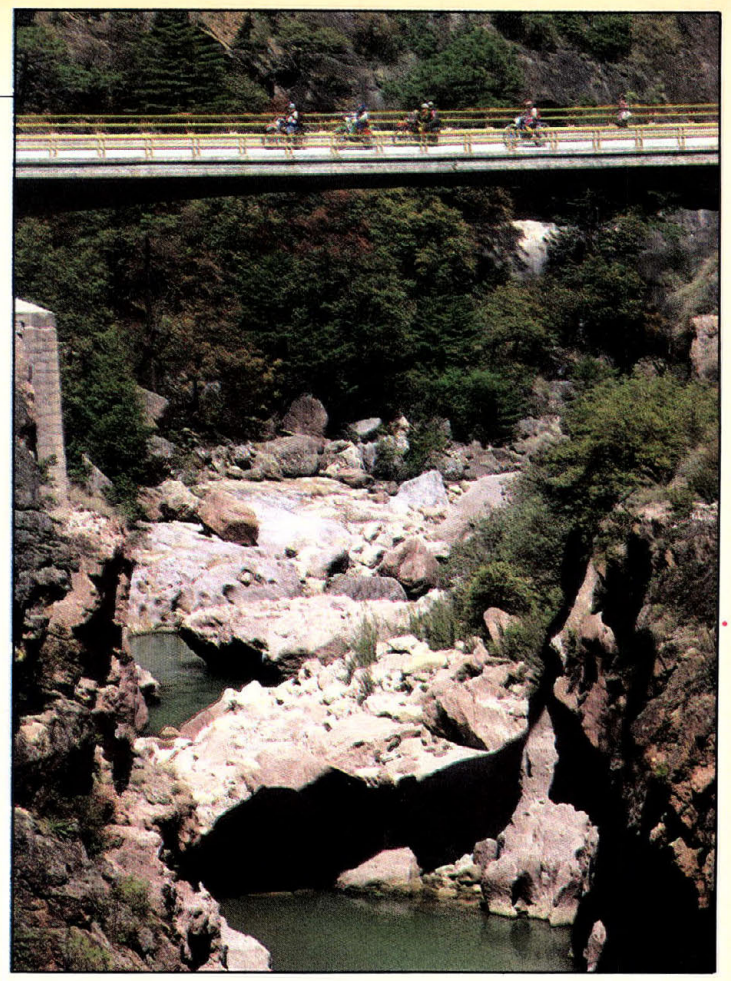
Thursday was a "free" day — no official ride was planned. But most of us, of course, ended up hopping on our bikes and riding six miles out of town to a mission called the Lost Cathedral of Satevo. The small adobe building was constructed in the 1600s but no one, not even the locals, really seem to know who built it or why.

We also checked out the ruins of Shepherd's empire — the Hacienda de San Miguel — located across the river from the main part of town. It served as Shepherd's family residence, business office, mill and reduction plant.

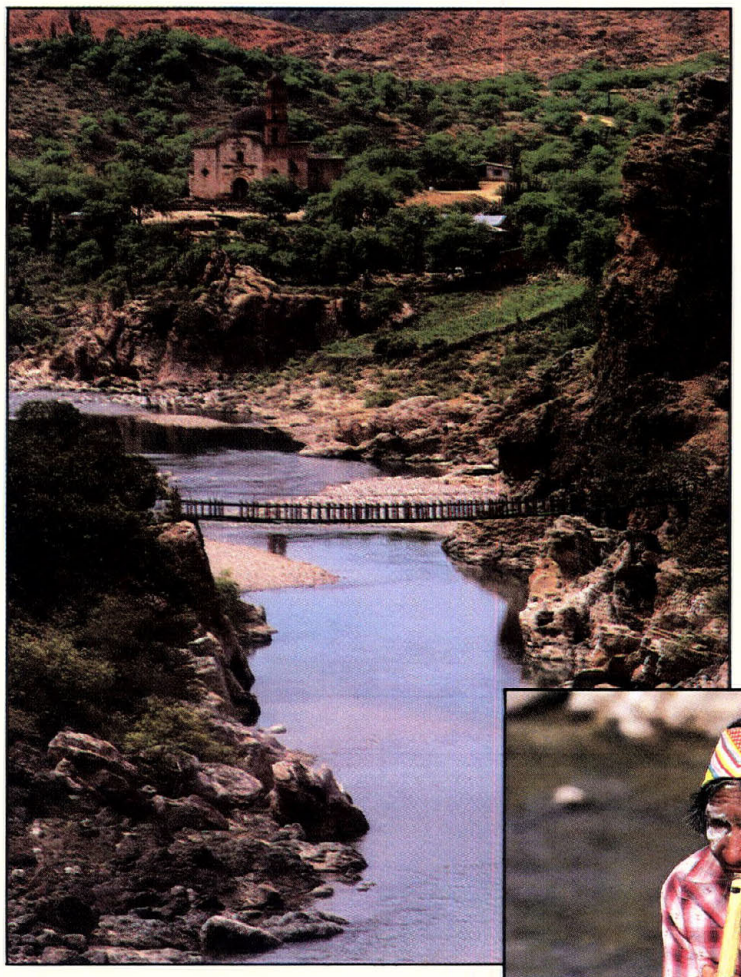
Our meals in Batopilas were surprisingly good but short on quantity. We ate all our meals in the two-story hotel. There were no menus, you just ate what you were served, usually bacon and eggs in the morning, and refried beans, tortillas and meat at night.

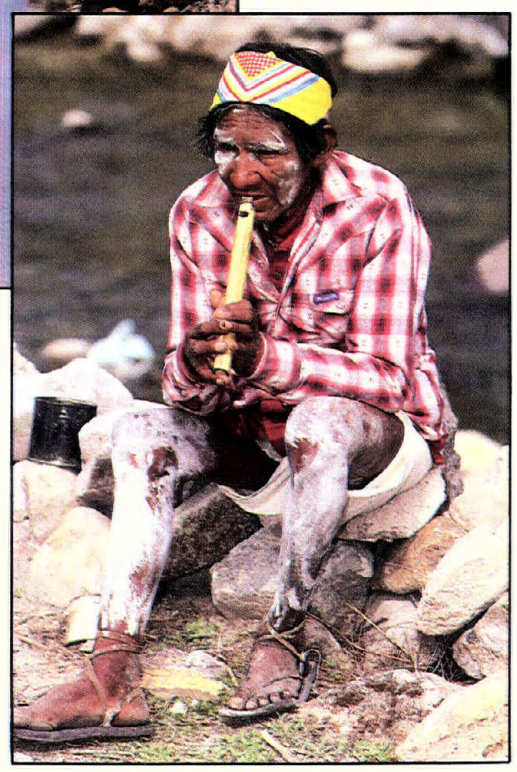
Because of the upcoming Easter weekend holiday, there was entertainment in Batopilas. One night, a five-man band played and people danced outside in the village square. Unfortunately, the town's new generator couldn't handle the load of the band's amplifiers. After about every third song, a fuse would blow and poof! Darkness blanketed the whole town. Eventually, the band got fed up, packed up their guitars, drums and accordians and called it a night.

Following breakfast on Friday morning, we geared up, hopped on our "mechanical horses" and rode out of town. Some of the Mexicans and Indians waved good-bye as we rode past. Hasta la vista, amigos!



(Right) Awesome scenery is never-ending on the Copper Canyon ride. You cross this bridge on the way to Batopilas. (Below) In the background is the Lost Cathedral of Satevo. Leroy Winters, who joined us on the ride, claims to have been the first motorcyclist to have ridden to the cathedral two years ago along a single-track trail. The trail has since been bulldozed.





(Below)This Tarahumara Indian has painted himself as one of the rituals of the celebration of the Easter holiday, or Semana Santa (Holy Week), in Copper Canyon. The sandals he is wearing are made from old tire treads.

We back-tracked to Creel but made a couple of detours along the way to visit small Indian villages. In celebration of Easter, or Semana Santa (Holy Week), the painted-up Tarahumara Indians were performing traditional ceremonial dances. (One of the Tarahumara traditions is to "bang the drums." No matter how far away from any town we were, you could stop, turn off the engines and hear in the distance the sounds of drum beats, echoing off the canyon walls.)

Back in Creel on Friday evening, the ride was over, but the fun continued. That night in the hotel bar, we watched videos taken of us during the past five days of riding and laughed at one another. Even some of the tourists off the train gathered around and enjoyed the show. Copies of the vidoes were later made and sent to each participant on the ride.

The next morning, we loaded up bikes and bodies and caravaned back to the border, approximately an eight-hour drive. But well worth it.

We said our good-byes that night in El Paso, as Kinney and I headed back to California.

Looking back on the trip, I know that I want to do it again, and probably will. The overall trail was fairly easy and mostly two-track. Some sections were a little tough but not too bad. Perfect for dual sport bikes. In fact, Jerry and Betty rode almost every single mile two-up; only twice did I see Betty get off the bike so Jerry could negotiate a short, rough section alone. But there were a couple of times I saw beads of sweat form on Jerry's face while Betty hung on for dear life.

Overall, the trail pace was mostly kick-back. Our trailmaster, Craig, did an excellent job of leading the way and making sure none of us got lost or made a wrong turn. He usually explained what to expect up ahead, and he seemed to know a lot of the area's history. Without a doubt, the Copper Canyon trip is more than just a motorcycle ride, it truly is an adventure and a learning experience, as well.

The Copper Canyon trip costs $875. A steamin' deal, in my opinion. You can rent a bike from GMA, but that will cost an extra $400. Most of their bikes are Honda XRs, and the ones I saw looked beat but seemed reliable. I suggest bringing your own bike but make sure it's in good shape. Any dual sport bike on the market right now would do just fine on this ride, but the more dirt-oriented the better. I would also suggest starting out on brand new knobbies. Of the total 400 miles we rode, only 40 miles was on pavement. Most of the terrain was either hard-packed, dry and rocky or sandy. Plus, you need at least 80 miles of range from your fuel tank. As far as jetting, altitude ranges from 9000 to 2000 feet.

Also, bring every ounce of paper work you have on your bike. You'll need it all when crossing the border. You'll also need a passport (that's right, Kinney, a passport. This isn't Baja), *and* a lot of patience.

Once you fork out the $875, your only responsibility is getting to El Paso, because after that GMA takes care of everything! Food, accommodations, transportaion, gas, and sometimes, if you're nice and don't snivel, just maybe, drinks too, But don't expect it. Officially, you pay for your own acholic beverages.

If you're interested in the next Copper Canyon trip, or any of the other Mexico trips, call GMA at 1-800/642-3933 or 409/866-7891. Ask for Les or Leslie French.

In closing, don't let the word "Mexico" scare you! It's a beautiful country and the people are some of the friendliest you'll ever meet, especially below the border towns. Just don't ride over your head and take the chance of getting hurt. That's really all there is to it.

Now, go ahead and just do it! CN

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